

I-282 Jack B. Miller, Sr.

I-282-1 The comment states that the residents of North County and the Board of Supervisors created a Master Plan that prohibited urban sprawl and leapfrog development. The commenter asks why the Project is ignoring the Master Plan and explains that the Project will create traffic impacts.

The County agrees that the General Plan discourages leapfrog development, as is outlined in Guiding Principle LU-1.2.

LU-1.2 Leapfrog Development. Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog Development restrictions do not apply to new villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, and that are designed to meet the LEED-Neighborhood Development Certification or an equivalent. For purposes of this policy, leapfrog development is defined as Village densities located away from established Villages or outside established water and sewer service boundaries. [See applicable community plan for possible relevant policies.]

However, as described in Appendix DD of the Draft EIR, Land Use Consistency Analysis:

“The Community Development Model is implemented by three Regional Categories: Village, Semi-Rural, and Rural lands. The project as proposed is consistent with the Community Development Model, because the Community Development Model has already applied an established Village Regional Category designation to a portion of the project Site. The project does not propose to create a new Village, or expand or reconfigure the existing Village area. The project is also within the established boundaries of the Vallecitos Water District.”

Therefore, the Project is not considered leapfrog development, and would be consistent with the County General Plan, in that regard.

I-282-2 The comment states that traffic is almost indescribable on Deer Springs Road from 3:30 to 5:00 PM, 5 days a week, trying to access the I-15 North as a shortcut from SR 78.

Traffic impacts and proposed improvements are disclosed in Section 2.13 Traffic and Transportation. There are a number of roadway, interchange, and signal improvements that are included as part of the proposed project. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The County will include the comment as part

Comment Letter Responses

of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

- I-282-3** The comment states that adding 4,000 or more vehicles to existing roadway networks would put us where we are today, in terms of traffic impacts. The comment states that the I-15 has problems without the Project.

Traffic impacts and proposed improvements are disclosed in Section 2.13 Traffic and Transportation. There are a number of roadway, interchange, and signal improvements that are included as part of the proposed project. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

- I-282-4** The comment states that 10 years of traffic associated with Project construction would worsen traffic conditions. The commenter explains that there would also be noise impacts, exhaust fumes from trucks and dust associated with construction activities. The commenter asks what would be done to control dust.

Traffic impacts and proposed improvements are disclosed in Section 2.13 Traffic and Transportation. Noise and air quality impacts are disclosed in Section 2.10 Noise and Section 2.3 Air Quality, respectively. Prior to the County's approval of any grading permits and during project construction, a Fugitive Dust Plan shall be prepared demonstrating compliance with SDAPCD Rule 55 and County Code Section 87.428 (Grading Ordinance), to the satisfaction of the County, per mitigation measure M-AQ-3.

The comment does not raise any specific issue regarding these analyses and, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

- I-282-5** The comment states that the County is located in a desert and explains that water is purchased from Metropolitan Water District. The comment states that the local water company says that they can supply water to the Project, but asks where this water would come from, considering the Project would include 2,000 homes and would require fire suppression supplies.

Water supply impacts are disclosed in Section 2.14 Utilities and Service Systems. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The County will include the

Comment Letter Responses

comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

- I-282-6** The comment states that the County should plan for wildfires. The comment explains that wildfire evacuations are an important consideration and that “shelter in place” would result in loss of life.

The County acknowledges the comments and notes that it addresses general subject areas, wildland fire evacuation, which received extensive analysis in the Draft EIR. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

Nonetheless, please refer to **Topical Response HAZ-1** which notes that, the Draft EIR notes that while prior evacuations within the project vicinity have experienced traffic congestion, the project includes improvements to Deer Springs Road, which would increase capacity of the main evacuation route compared to the existing condition. Further, when compared to the existing condition, improvements to North Twin Oaks Valley Road and Buena Creek Road would expand the traffic network capacity to assist evacuation efforts for the surrounding community.

The Evacuation Plan also provides that “fire and law enforcement official will identify evacuation points before evacuation routes are announced to the public. Evacuation routes are determined based on the location and extent of the incident and include as many pre-designated transportation routes as possible.” Accordingly, the Draft EIR, Appendix N-2 “defers to Law Enforcement and Office of Emergency Services” because, “among the most important factors for successful evacuations in urban settings is control of intersections downstream of the evacuation area.”

- I-282-7** The commenter explains that they do not want or need a shopping center, low-cost apartments, or a strip mall and that they moved to Deer Springs Oaks to live away from the town.

The County acknowledges the comment and notes it expresses the opinions of the commenter, and does not raise an issue related to the adequacy of any specific section or analysis of the Draft EIR or within the meaning of CEQA. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project. No further response is required or necessary.

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