

I-30 Steve Bepko

I-30-1 The comment states that construction is estimated to last 10 years and that 3-5 of those years will consist of blasting. The comment asks how noise from the project will be mitigated. To begin, the DEIR Project Description summarizes the anticipated construction schedule in Section 1.2.1.12, Construction. With respect to the overall duration of construction, the DEIR states that, “Build out of the Community is anticipated to occur in two phases over approximately 10 years,” (2018 through 2027) due to market demands and achieving a “logical and orderly expansion of roadways, public utilities, and infrastructure... to ensure that improvements are in place at the time of need.” Heavy construction activities (grading, blasting and rock crushing) “are anticipated to be completed by the end of 2022.” Thus, the comment is correct that construction will last approximately 10 years and blasting and rock crushing would be completed within 4 years.

Regarding noise impacts due to construction emissions, Section 2.10.3.2 of the Draft EIR analyzes impacts due to Project-Generated Airborne Noise, including from Construction Equipment (2.10-16), Portable Rock-Crushing/Processing Equipment (2.10-18), Potential Off-Site Temporary Construction Noise Impacts (2.10-19), Potential Impulsive Noise (2.10-21), and Pile Driving; and Section 2.10.3.3 analyzes Groundborne Vibration, including Blasting (2.10-24). For additional detail regarding construction noise see **Topical Response NOI-1**. Also see **Topical Responses AQ-1** and **AQ-2**.

I-30-2 This comment states that traffic on Deer Springs road and the I-15 interchange is currently unacceptable and while an improvement to the interchange may be feasible, they see no way that Deer Springs Road can be widened in a short timeframe. As stated on page 2.13-57, roadway improvements along Deer Springs Road will be required prior to issuance of a certificate of occupancy for the 58th EDU in the Project. Significant construction impacts would be limited to the period of time during the widening of Deer Springs Road and the construction of a new interchange at the I-15/Deer Springs Road interchange. Throughout this period of construction activity, two lanes of travel will be maintained on Deer Springs Road. Phase 1 work would begin with the widening of Deer Springs Road from Twin Oaks Valley Road to the I-15/Deer Springs Road interchange and with the site preparation and grading work within the Project site. Please also see **Topical Responses TR-1 through TR-3**.

I-30-3 The comment states that with only two improved exists from the project site (Sarver Lane and Mesa Rock), all traffic will be fed to Deer Springs Road and during an evacuation it is unlikely that the unimproved exit (north to Gopher Canyon) will alleviate any congestion. The comment states that during an evacuation in 2007 getting out of Hidden Meadows was problematic. Appendix N-2 identifies the

Comment Letter Responses

proposed project's evacuation road network, including internal roads which connect to three primary ingress/egress roads, and ultimately connect to major evacuation routes, including, Deer Springs Road, Sarver Lane, North Twin Oaks Valley Road, Buena Creek Road and Interstate 15. For additional detail regarding evacuation, refer to **Topical Response HAZ-1**.

I-30-4 The comment asks what the plans are for modifying Buena Creek Road. As addressed on page 2.13-3 in Section 2.13, Transportation and Traffic, the project proposes to widen Twin Oaks Valley Road from its intersection with Deer Springs Road to its intersection with Buena Creek Road to City of San Marcos' Four-Lane Major Arterial standards. The project also proposes intersection improvements along Buena Creek Road, including the Buena Creek Road/Twin Oaks Valley Road intersection (in the City of San Marcos), the Buena Creek Road/Monte Vista Drive intersection, and the Buena Creek Road/S. Santa Fe Avenue intersection, to mitigate both direct and cumulative impacts to these intersections and corresponding segments. As it relates to the Buena Creek Road/Monte Vista Drive intersection, in response to the Twin Oaks Valley Sponsor Group's request that the County consider a roundabout at this intersection, this EIR identifies two mitigation options for this intersection, a conventional signalized intersection and a roundabout. Both mitigation options mitigate the project's impacts to less than significant. Please also see **Topical Response TR-3**.

I-30-5 The comment expresses concern over airborne micro-debris due to the earth and rock crushing and states that it will be unacceptable for lengthy periods of time for those living downwind. With respect to Crystalline Silica, Appendix F to DEIR Appendix G is a letter report summarizing, "the potential health effects associated with expected respirable crystalline silica emissions from blasting." Long term exposure to ambient respirable crystalline silica concentrations greater than 3 µg/m³ causes silicosis and other adverse health effects. However, the DEIR concludes that "[m]aterials that would be blasted at the proposed project are granitic and similar to those blasted at hard rock quarries. The SCAQMD monitored respirable crystalline silica concentrations near the Azusa Rock Quarry and found that average concentrations were 0.5 µg/m³ or six times less than the REL. This concentration included emissions from blasting and other construction emission sources on-site. Accordingly, concentrations that nearby receptors would be exposed to would be considered acceptable." (DEIR, p 2.3-50)

As a result, "Dust that is deposited near sensitive receptors is unlikely to result in exposure to respirable crystalline silica because the vast majority of deposited material is too large to be respirable." (DEIR, p. 2.3-49) In addition, "there are no existing processes taking place or future processes that would take place as part of the

Comment Letter Responses

proposed project at nearby receptor locations that would reduce the size of particles deposited making them smaller, respirable particles.” (DEIR, p. 2.3-49) Finally, “the small amount of respirable dust that may be deposited would need to be re-entrained into the air in order to be hazardous.” (DEIR, p. 2.3-49)

The DEIR concludes that, “deposited crystalline silica is not considered to be a source of significant health risk and impacts would be less than significant,” (p. 2.3-50) but provides mitigation measures M-AQ-12 and M-AQ-12 to control fugitive dust emissions generated during blasting activities. Additional detail regarding air borne particles is provided in **Topical Response AQ-1**.

I-30-6 The comment states that the General Plan shows no development of the project site and asks what has changed that now obviates this plan. The comment asks if the development happening south of the Hidden Meadows community was taken into account and states that it should be enough to mitigate the housing crisis. With respect to the existing General Plan Land Uses and Zoning designations, the comment does not challenge the adequacy of the DEIR. As described in Section 1.6.1, General Plan and Zoning Amendment, the General Plan Land Uses for the project site are:

- General Commercial (4.6 acres), Office Professional (53.6 acres), Semi-Rural 10 (19.6 acres), and Rural Land 20 (1,907.8 acres)

The Existing Zoning for the project site includes:

- General Commercial (C36), Office Professional (C30), Rural Residential (RR), Limited Agricultural (A70), Extractive (S82), and General Rural (S92)

As shown in DEIR, Table 1-11, the existing General Plan land use designations would allow approximately 99 residential dwelling units and 2,008,116 square feet of commercial space. For additional detail please refer to **Topical Response LU-1**. Furthermore, the Existing General Plan Land Uses are compared to the proposed project in Section 4.5, Existing General Plan Alternative. Section 4.5.5 concludes the Existing General Plan Alternative would result in greater significant impacts to Transportation and Traffic, Biological Resources, Cultural Resources, Aesthetics and Mineral Resources compared to the proposed project (DEIR, p. 4-24).

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