

I-7 Lisa Amantea (5)

- I-7-1** The County acknowledges the comment as an introduction to comments that follow. The comment also states that sixty days to read and understand the document puts the public at a disadvantage. Please refer to **Response to Comment I-5-1**, above. 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. These comments are included in 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.
- I-7-2** The comment states that the traffic on Buena Creek Road has worsened and that the Sprinter station on Buena Creek and Santa Fe increases the delay. The comment also states that if they chose to go the other direction there is a 30 minute delay to go from Buena Creek to Deer Springs Road to the I-15 interchange. The comment would like to know where the EIR addresses increases in traffic to roads already facing an F grade. Regarding the traffic on 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.
- Regarding the comment's question about where in the EIR is increased traffic to roads already facing an F grade is analyzed, Section 2.13, Transportation and Traffic page 2.13-26 identifies each of the intersections, roadway segments, freeway segments, and freeway ramp meters that currently operate at LOS F. Please see **Topical Responses TR-3**.
- I-7-3** The comment states that they understand Deer Springs Road is being improved to six-lanes, but says they weren't able to find where this would happen or how it would be possible from an engineering standpoint. The County acknowledges the comment and directs the commenter to Section 2.13, Transportation and Traffic. The project does

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not propose or require the widening of Deer Springs Road to six lanes. Please see **Topical Response TR-4**.

I-7-4 The comment states that they are unable to find any information about how or where or who is financing the I-15 interchange project. As stated on page 2.13-101, the I-15/Deer Springs Road interchange improvements are included in the County's *Transportation Impact Fee (TIF)/Transportation Needs Assessment Report* (2012) as a necessary improvement that will be funded partially by development. Please also refer to **Topical Responses TR-1 and TR-2**.

I-7-5 The comment states the project is located in a high fire risk area and asks how evacuation will be handled. The commenter is concerned about what will happen after residents of the proposed project join the rest of the community trying to evacuate during a fire especially on Buena Creek and Deer Springs road due to existing congestion. The comment states that a fire is probable during a Santa Ana.

Please see **Topical Response HAZ-1** for a more detailed explanation of evacuation. As stated therein, Appendix N-2 includes the Evacuation Plan for Newland Sierra, which was prepared in coordination with the Deer Springs Fire Protection District and County of San Diego, and does not conflict with existing evacuation plans. As stated on page 2.8-20 of the Draft EIR, "the intent of the evacuation plan is to guide implementation of an evacuation procedure such that the process of evacuating people from the Site is facilitated in an efficient manner and according to a pre-defined, practiced evacuation protocol." Appendix N-2 identifies the 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 (I-15).

The Draft EIR, Appendix N-2 (Section 4.2) also evaluates the capacity of the surrounding road network. Relative to the traffic gridlock concern, 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 significantly 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.

I-7-5 The comment states there will be massive amounts of blasting and rock crushing required and asks what the blasting schedule is and how long it will last. Please refer to **Topical Response AQ-2**. As stated therein, in Section 2.3, Air Quality, all grading activities, blasting, and rock crushing operations are anticipated to be completed by

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the end of 2022 when major earthwork activity would be completed for both phases; therefore, emissions generated after 2022 (2023–2027) would only result from general construction activities including building construction, utility work, paving, architectural coating, and landscaping. Additionally, due to the anticipated grading and earthwork schedule, it is anticipated that individual blasting or rock crushing activities during Phases 1 and 2 would occur sequentially and not overlap. See Appendix A and Appendix B of the Air Quality Technical Report (Appendix G) for construction schedule and additional details.

- I-7-6** The comment states that they were unable to find a noise assessment/impact report for noise. The project's Noise Report is located in Appendix Q of the Draft EIR and impacts have been adequately analyzed in Draft EIR Section 2.10, Noise.
- I-7-7** The comment asks what the effects on air quality will be during construction and for years after and how can passing cars be assured. The comment addresses safety of passing cars (Appendix G – Air Quality Technical Report and Section 2.3 Air Quality). With respect to air quality during construction, please refer to **Topical Response AQ-1**. Further, the commenter is directed to Section 2.3, Air Quality, of the Draft EIR, as well as Appendix F, Air Quality Technical Report, regarding operational air quality impacts. With respect to the safety of passing cars, mitigation measure M-N-5 requires the preparation of a blast monitoring plan.

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.

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