

**I-31 ANDREA HARRIS**

**I-31-1** The comment provides an introduction to comments that follow. No further response is required or provided.

**I-31-2** The comment expresses concern that the commenter did not see reference to road connections onto Whispering Meadows Lane to Valley Knolls Road. The Proposed Project would include a new connection to Whispering Meadows Lanes, as discussed in the revised Final EIR. Section 2.9, Transportation and Traffic, pages 2.9-21 and 2.9-22, of the Draft EIR states the following:

The Proposed Project would include an access point via a new connection to Whispering Meadows Lane and Valley Knolls Road. The new connection point would extend from an internal Proposed Project roadway, which provides access to the 125 estate homes located in Planning Areas 16/19, and connects to Proctor Valley Road to the west. Due to the location of the connection and the route that would be required for residents within the Village 14 portion of the Proposed Project (994 single-family homes) to access this connection (residents would need to drive out of direction approximately 1.1 miles to reach Melody Road), it is anticipated that this connection would be utilized primarily by the 125 estate homes in Planning Areas 16/19, and only those accessing the Jamul area (which is 6% of the total traffic generated from Planning Areas 16/19)... Based on the calculations provided in the [Traffic Impact Analysis, Appendix 2.9-1] and the minimal number of peak hour trips that potentially would use the subject access point, the traffic added to Whispering Meadows Lane and Valley Knolls Road by the Proposed Project would be less than the 20 trip minimum. Therefore, no further analysis is required as the Proposed Project would not result in significant project related impacts along Whispering Meadows Lane or Valley Knolls Road.

Valley Knolls Road was not included in the traffic analysis because the Proposed Project would not add 50 or more peak-hour trips in either direction to the existing traffic levels and/or 25 peak-hour trips on County facilities (see Section 2.9.2, Existing Conditions, page 2.9-2, of the Draft EIR). Because the Proposed Project would not meet either of these thresholds, no further analysis is required and no further response is provided.

**I-31-3** The comment expresses the commenter's understanding that Whispering Meadows Lane and Valley Knolls Road are private roads and are maintained by the

- homeowners of the existing community. The comment also asks whether an easement will be presented to each of the owners as a result of the new connection. The commenter is correct that the roads within this subdivision are being maintained by the homeowners, however, the roads are not private. The Proposed Project access through Whispering Meadows Lane and Valley Knolls Road is via a 60-foot right-of-way on irrevocable offer to dedicate on various maps and parcel maps recorded in the County. The Offers of Dedication have been made to the County and they remain in perpetuity until accepted or vacated. Please also refer to **Thematic Response – Off-Site Roads**.
- I-31-4** The comment asks what type of mitigation will be performed on these roads (Whispering Meadows Lane and Valley Knolls Road) and how the new community will contribute to the ongoing maintenance. The Proposed Project would not result in a significant traffic impact to these roads; therefore, no mitigation measures are required. Please refer to **Response to Comment I-31-2**. The County notes that additional maintenance funding would be generated by the Proposed Project in the form of new gas tax revenue, which is discussed in Appendix A, Fiscal Impact Analysis, of Appendix 3.1.6-1, Public Facilities Financing Plan. The comment does not raise in issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.
- I-31-5** The comment states the commenter disagrees that additional cars passing through their community will not affect traffic significantly. The Draft EIR, Section 2.9, Transportation and Traffic, analyzes the Proposed Project's impacts, including off-site impacts. Proposed Project trip generation calculations are included in Table 4-1 of Appendix 2.9-1, Transportation Impact Study, of the Draft EIR. As discussed in the Draft EIR on pages 2.9-21 and 2.9-22, the traffic added to Whispering Meadows Lane would be less than the 20 peak-hour trip threshold; therefore, the Proposed Project-related impacts for Whispering Meadows Lane and Valley Knolls Road would be less than significant.
- I-31-6** The comment expresses the opinions of the commenter regarding road maintenance resulting from increased traffic, as well as noting the number of homes on Valley Knolls Road. The County notes that additional maintenance funding would be generated by the Proposed Project in the form of new gas tax revenue. The comment does not raise in issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.
- I-31-7** The commenter expresses concerns about speeding cars on the short span of Valley Knolls Road. The comment also expresses an opinion that adding access will be a

- major impact. Please refer to **Response to Comment I-31-2**. Future Proposed Project traffic will be subject to the same speed regulations as existing traffic. Residents encountering speeding should contact law enforcement for additional observation and possible enforcement. The comment does not raise an issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.
- I-31-8** The comment expresses concerns regarding children and pets being hurt due to cars and speeding, and that concerns will multiply by providing access to the proposed community. The commenter asks if there are plans for mitigation to reassure the community. Future Proposed Project traffic will be subject to the same speed regulations as existing traffic. Residents encountering speeding should contact law enforcement for additional observation and possible enforcement. The comment does not raise an issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.
- I-31-9** The comment provides concluding remarks. The comment does not raise an issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.

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