

COMMENTS

RESPONSES

Ehsan, Beth

From: Eric Neubauer <eric.neubauer@sduhsd.net>
Sent: Monday, June 15, 2015 2:03 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; efhgtc@gmail.com
Subject: Valiano Project

Dear Ms. Ehsan:

BY-1 First, I want to thank you and your colleagues at Planning and Development Services for all the time and work you've put into reviewing the Valiano project. It really means a great deal to our community and appreciate that you are giving it the due diligence it deserves. My name is Eric Neubauer and I've spent my entire life recreating in Elfin Forest / Harmony Grove / Eden Valley and I've lived in Harmony Grove for the past 3 years.
As you know, the project, as proposed, threatens to destroy the wonderful community we are part of and that has existed, undisturbed for over 125 years. It is a unique and special place in San Diego County, the last of its kind west of the 15, I'm afraid. I am taking the opportunity to provide my comments on the Draft EIR for this project in the hopes that the developer will seek to follow the vision of the General Plan and that of the Community.

The following are my major concerns with the project:

- BY-2 I am very concerned about the impacts that this project will have on my safety and those of my community.
From the DEIR it is clear that they have not taken into account the most recent fire, Cocos Fire. See attached pic of flames approaching my house and surrounding areas. The DEIR states most fires come from the East, when the last few fires, including Cocos's came from the West.
BY-3 The 326 houses proposed will make evacuation a very difficult proposition. The DEIR does not show how evacuation will proceed during a wildfire event. The only egress, Country Club Road, will be at LOS F (according to the DEIR) and evacuation on this two lane road will be hazardous and create a fire trap. As the last person out of the southern end of Country Club Drive, I saw what being trapped by traffic and limited routes can really be. On the other end of the valley, San Elijo Road (which is a 4 lane road emptying into a 6 lane road) had people sitting in their cars for over an hour as flames were visible overhead on Double Peak. Had the fire not changed direction towards Harmony Grove as they did, you would have had a tragedy on your hands. Country Club is only a 2 lane road with LOS F. It is facing evacuation traffic from 742 houses at HGV, 325 houses at Valiano in addition to the trailers for upwards of 180 horses in Eden Valley.
BY-4 The Fire Protection Plan (FPP) makes no mention of evacuating horse trailers and how that would impact evacuation. Please address this. We have twice as many horses in Eden Valley than we have houses. Trailers are slow, hard to maneuver, big and, importantly very hard to load animals on to. There is only one way out of that valley: Country Club Road towards Autopark way. If the fire comes west, like it did during Cocos there will be a massive traffic jam (LOS F means bumper to bumper traffic in non-evacuation circumstances) that could doom residents to a death trap. This is significant and not mitigated.

BY-1 Thank you for your introductory comments. This comment indicates that the Project would threaten to destroy the community (character); please note that the EIR analysis does not come to the same conclusion. Your hope for the developer to follow the vision of the General Plan is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

BY-2 Section 1.4.4 of the FPP has been revised to address this comment regarding the Cocos Fire history. The FPP addressed scenarios such as the Cocos Fire, which experienced south to southwest prevailing winds in hot dry weather conditions in high load, dry climate shrub and other non-native fuels (e.g., avocado orchards).

BY-3 See Topical Response: Fire/Evacuations regarding evacuations.

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- BY-5 [] • The response times from San Marcos Fire District would be 7.5 minutes (above the 5 minutes standard). The DEIR assumes mutual aid from a fire station that hasn't been funded (at HGV) so that fire station cannot be used in the analysis. They are offering to pay into that fire station, but not Escondido Fire which will likely be the first responder. This is significant.
- BY-6 [] • No analysis was made of the traffic heading West towards Elfin Forest Road. We know, from observation, that the traffic flow is more than 6% as stated in the DEIR. There is also a bottle neck at San Elijo Road.
- BY-7 [] • The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already majorly congested. Even now, without HGV built out, we sometimes have to wait two light cycles just to turn left onto Auto Park Way. What's going to happen when all the houses from HGV and Valiano go in? This is an unacceptable, unmitigated impact.
- BY-8 [] • Furthermore, when the Sprinter comes by every 30 minutes (and soon, it will come every 15 minutes, according to NCT) it becomes even more congested. This impact is significant and unmitigated properly in the plan.
- BY-9 [] • Citracado Parkway has not been funded yet and there is no indication as to when it might come online. The traffic study doesn't reflect that correctly.
- BY-10 [] • The sight lines at the intersection of Mt. Whitney and Country Club as well as those at Hill Valley and County Club do not meet county standards.
- BY-11 [] • Extensive grading, manufactured slopes of up to 60 feet tall;
• 1000 foot walls of up to 20 feet tall, extensive fencing, retaining walls and sound walls,
• not to mention the clustered nature of the development with very high density housing scattered around the project area.
- BY-12 [] • The DEIR seems to hugely downplay these impacts and show very vague photo simulations (with far away vantage points) which do not show the true nature of these visual and aesthetic impacts.
- BY-13 [] • Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).
- BY-14 [] These are just some of my issues with the plan. Especially in a time of extensive drought in California, allowing a high-density, tightly clustered development to be installed in our community does not make sense.

- BY-5 This is a repeat of comment BJ-7. See Response BJ-7.
- BY-6 This is a repeat of comment BJ-7. See Response BJ-7.
- BY-7 See Response E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way and Response K-167 regarding the analysis and mitigation of that intersection.
- BY-8 See Response I-61 regarding SPRINTER impacts.
- BY-9 See Response E-15 regarding treatment of Citracado Parkway in the traffic study.
- BY-10 This is a repeat of comment AD-18. See Response AD-18.
- BY-11 See Responses AD-5, AF-22 and AF-23 regarding grading and manufactured slopes, as well as walls, fencing and sound walls. See Response U-2a regarding the consolidated nature of proposed development.
- BY-12 This is a repeat of comment AF-25. See Response AF-25 regarding characterization of Project impacts and the Project simulations.
- BY-13 This is a repeat of comment AF-26. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, Responses K-16 regarding Project consistency with General Plan Policy COS-12.1 and Response AF-22 regarding mass grading.
- BY-14 See Responses C-2, C-8, C-10 and K-99 regarding the Project's reduced use of water compared to the baseline condition.

Thank you for your time,

Eric Neubauer
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