

COMMENTS

RESPONSES

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING
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SAN DIEGO, CA 92110
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Serious drought.
Help save water!

June 11, 2015

11-SD-78
PM 15
Valiano Development DEIR

Ms. Beth Ehsan
County of San Diego Planning
5510 Overland Ave, Suite 310
San Diego, CA 92123

Dear Ms. Ehsan:

The California Department of Transportation (Caltrans) has reviewed the Draft Environmental Impact Report (DEIR) for the Valiano Specific Plan project located near State Route 78 (SR-78). Caltrans has the following comments:

DEIR SUMMARY, Table S-1 SUMMARY OF SIGNIFICANT EFFECTS; Subchapter 2.8, Transportation/Traffic:

- The total existing queue length is 605 feet and the total existing+project queue length is 715 feet for the WB exit ramp at Nordahl Road/WB exit ramp intersection. The project adds 110 feet of additional queue.
- The existing queue length is #217 feet and the existing+project queue length is #240 feet for the NB left-turn to WB SR-78. The 23 feet queue length difference with a # symbol indicates that the volume exceeds capacity, and may result to longer queue length extending beyond the upstream Nordahl Road and EB ramps intersection.
- The total existing queue length is 418 feet and the total existing+project queue length is 448 feet for the EB exit ramp at Nordahl Road/EB exit ramp intersection. The project adds 30 feet of additional queue.
- The existing queue length is 158 feet and the existing+project queue length is #294 feet for the NB through traffic at Nordahl Road/EB exit ramp intersection. The project adds 136 feet of additional queue and exceeds capacity.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

A-1
A-2
A-3
A-4
A-5

- A-1 The Project traffic analysis demonstrates that the Project does not have significant impacts on the Caltrans ramps; therefore, Caltrans submitted a revised letter on July 9 (Comment A-7) that replaced their original letter dated June 11 (Comment A-1 through A-6).
- A-2 See Response A-1.
- A-3 See Response A-1.
- A-4 See Response A-1.
- A-5 See Response A-1.

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Ms. Beth Eshan
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Although the Traffic Impact Study mentions that the Nordahl Road Bridge has recently been constructed to provide additional vehicle capacity, Caltrans recommends that the developer contribute a fair share towards future SR-78 improvements currently being developed for the additional traffic generated by the proposed Valiano Project.

If you have any questions, please contact Roger Sanchez of the Development Review branch at (619) 688-6494.

Sincerely



JACOB ARMSTRONG, Branch Chief
Development Review Branch

A-6 See Response A-1.

STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

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July 9, 2015

11-SD-78
 PM 15

Valiano Development DEIR

Ms. Beth Ehsan
 County of San Diego Planning
 5510 Overland Ave, Suite 310
 San Diego, CA 92123

Dear Ms. Ehsan:

The California Department of Transportation (Caltrans) reviewed the Draft Environmental Impact Report (DEIR) for the Valiano Specific Plan project located near State Route 78 (SR-78) and provided a comment letter dated June 11, 2015.

Caltrans comment letter for the DEIR dated June 11, 2015, recommended the consideration of a "fair share" contribution to SR-78 improvements based on the identification of increased queuing on the freeway ramps at the SR-78/Nordahl Road interchange from additional traffic generated by the Valiano Project.

However, after further consideration, Caltrans does not feel the additional queues resulting from the project are significant to warrant the identification of a new "impact" as part of the DEIR for the Valiano Specific Plan.

Therefore, this letter supersedes our previous letter for the DEIR dated June 11, 2015, and Caltrans is satisfied with the County responding in the Final EIR that the project does not have an "impact" at the SR-78/Nordahl Road that warrants the consideration of "fair share" as potential mitigation.

If you have any questions, please contact Roger Sanchez of the Development Review branch at (619) 688-6494.

Sincerely,

JACOB ARMSTRONG, Branch Chief
 Development Review Branch

*"Provide a safe, sustainable, dependable and efficient transportation system
 to enhance California's economy and livability"*

A-7 See Response A-1.

A-7



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San Diego Local Agency Formation Commission

Website: www.sdlafco.org

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June 15, 2015

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Beth Ehsan, Project Manager
County of San Diego Planning & Development Services
5510 Overland Ave., Suite 310
San Diego, CA 92123

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SUBJECT: Notice of Availability of a Draft Environmental Impact Report, Draft Habitat Loss Permit, General Plan Amendment and Specific Plan: Valiano Specific Plan (PDS2013-SP-001; PDS2013-GPA-13-001; PDS2013-REZ-13-001; PDS2013-TM-5575; PDS2013-STP-13-003; PDS2014-MUP-14-019; HLPXX-XXX; Log No. PDS2013-ER-13-08-002; SCH No. 2013061042)

Dear Ms. Ehsan:

Thank you for allowing the San Diego Local Agency Formation Commission (LAFCO) to provide comments on the above referenced project. LAFCO is responsible for encouraging the efficient provision of public services and has purview over changes to local government organization and any associated sphere of influence actions. Usually, LAFCO is a responsible agency for environmental review when jurisdictional changes and/or sphere amendments are proposed.

Within its discretionary review of proposed sphere of influence and/or jurisdictional boundary changes, LAFCO requires the proposal's associated environmental documents to contain, at a minimum: a discussion of the required jurisdictional and/or sphere of influence changes; a description of the ability of existing agencies to provide services; a detailed description of existing and proposed infrastructure; and a discussion of the proposed provision of public services to the subject territory. Therefore, we offer the following comments:

The Draft Environmental Impact Report for the proposed Valiano Specific Plan project describes the project as a residential development of 326 single-family residences on approximately 238.0-acres. The proposed project area involves 13 unincorporated parcels with the following Assessor's Parcel Numbers (APNs): 228-313-13; 232-013-01; 232-013-02; 232-013-03; 232-020-55; 232-492-01; 232-500-18; 232-500-19; 232-500-20; 232-500-21; 232-500-22; 232-500-23; and 232-500-24.

B-1

The comment is introductory and is not at variance with the environmental document.

COMMENTS

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Ms. Ehsan
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June 15, 2015

The Draft Environmental Impact Report should note that APN 228-313-13 is presently located within the adopted sphere of influence of the City of San Marcos; and, that APNs 232-013-01; 232-013-02; 232-013-03; 232-020-55; and 232-492-01 are presently located within the adopted sphere of influence for the City of Escondido.

The Draft Environmental Impact Report identifies the San Marcos Fire Protection District (FPD) as responsible for the provision of fire protection services to the proposed project. The proposed project area is primarily located within the authorized service area of the San Marcos Fire Protection District (FPD); however, APN 232-500-24 is presently located within the authorized fire protection service area of County Service Area (CSA) No. 107 (Elfin Forest/Harmony Grove Volunteer Fire Department). Inclusion of the entire proposed project area within the San Marcos FPD service area would require LAFCO approvals for detachment of the parcel from CSA No. 107 and a concurrent annexation of the parcel to the San Marcos FPD.

The Draft Environmental Impact Report identifies the San Diego County Sanitation District (SD) as the public agency that would operate the project's proposed on-site wastewater treatment plant; however, the proposed project area is not located within the adopted sphere of influence or the authorized service area for the San Diego County SD. Accordingly, LAFCO approvals to include the proposed project area within the San Diego County SD's sphere of influence and annex the proposed project area to the SD's authorized service area would be required.

In addition, as the approximate 238.0-acre proposed project area is not presently located within the adopted sphere of influence for the San Diego County SD, LAFCO may require a review of the SD's sphere or a comprehensive sphere update study, depending on the level of jurisdictional and/or community comment regarding the proposal.

Because the proposed Valiano Specific Plan project requires LAFCO review and discretionary approvals to facilitate the extension of fire protection and sewer services to the proposed project area, San Diego LAFCO will serve as a responsible agency for the project's environmental review under the California Environmental Quality Act (CEQA).

The Draft Environmental Impact Report should be revised to identify all required LAFCO approvals, including sphere of influence and jurisdictional changes. Should you have any questions, or if San Diego LAFCO may be of any further assistance, please contact me at (858) 614-7788.

Sincerely,



ROBERT BARRY, AICP
Local Governmental Analyst III

RB:trl

B-2 The comment makes a correction to the EIR. The EIR has been revised to indicate that APN 228 313-13 is presently located within the sphere of influence of the City of San Marcos; please refer to Subchapter 1.2.1 of the EIR. This change is a clarification of fact that does not require circulation of the EIR under CEQA.

B-3 The comment makes a correction to the EIR. Section 4.1 of the Fire Protection Plan (FPP; Appendix L of the EIR) has been revised to address this comment and to correct the FPP's statement that the entire proposed Project is within the jurisdiction of the San Marcos Fire Department (SMFD). It has been revised to show that APN 232-500-24 is located within the jurisdiction of County Service Area (CSA) No. 107 –Elfin Forest/Harmony Grove. This portion of the Project will require a LAFCO action to change the jurisdiction to SMFD.

B-4 The comment indicates that LAFCO action is required to annex the Project into the County Sanitation District to provide sewer service and operations for the on-site sewer collection and proposed wastewater treatment plant. The Board of Supervisors must submit a resolution requesting LAFCO approval for divestiture of the latent fire service power for the area. The property tax exchange would be negotiated and also need BOS approval prior to LAFCO hearing scheduling. Rincon del Diablo MWD is concurrently considering an option to exercise latent powers for wastewater treatment. This information has been added to the EIR for clarification.

B-5 The comment states that the LAFCO process may require a review and update of the County adopted sphere of influence. See Response B-3. The County and Applicant will work with LAFCO to determine the proper LAFCO action.

B-6 The comment states that the LAFCO is a CEQA Responsible Agency for the Project. This information is consistent with the environmental document.

COMMENTS

RESPONSES

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June 9, 2015

Ms. Beth Ehsan
County of San Diego, Planning and Development Services
5510 Overland Ave., Ste. 310
San Diego, CA 92123

Subject: Draft Environmental Impact Report for Valiano Development

Thank you for the opportunity to review the Draft Environmental Impact Report (EIR) for the proposed Valiano project. Attached to this letter are highlighted and numbered sections of the report along with corresponding comments. The bulk of the comments support our April 25, 2015 letter attached to the revised Project Water Facility Availability Form (included in Appendix O of the draft EIR), which cover two main points:

- 1. Rincon Water has in place a Drought Ordinance, which is modified from time to time to comply with ongoing mandates from the State associated with the continued drought emergency that was first declared by the Governor last year. As such, future restrictions are possible for this project that could include the suspension of new meters, or requirements to offset the demand elsewhere within our system. This should be addressed in the water supply sections of the draft EIR.
- 2. Rincon Water's 2014 Master Plan identifies a new R7 Reservoir, located on a parcel surrounded by this project. At this time, we believe the project triggers the need for the R7 Reservoir based on the following: 1) the R7 Reservoir is classified as an expansion type project in the Master Plan and necessary to meet future growth, 2) Rincon Water's service area for the project shows an existing storage deficit in the Master Plan, and 3) the R7 Reservoir is a preferred means to hydraulically support meeting our design criteria within the project.

There are multiple sections in the report that imply Rincon Water has reviewed and approved the conceptual layout of the water system, with the intent of taking the lead to install the R7 Reservoir at a future date. This is not the case, and we recommend that the Final EIR adequately address this facility throughout the document to prevent needing to reopen the project's EIR at a later date. Also, if warranted, the utilities section in the draft Specific Plan should also be updated.

If you have any questions or require additional information please call.

Sincerely,

Randy Whitmann, Senior Engineer

Attachments: Comments (2 pages); Draft EIR Pages with Highlights (19 pages)

C-1 The comment is introductory and is not at variance with the environmental document. See Responses C-2 through C-22 below for responses to specific issues.

C-2 The comment indicates that future drought restrictions are possible and should be addressed in the EIR. Section 3.1.8 of the EIR has been revised to include information about the Rincon del Diablo Municipal Water District's (Rincon MWD) Drought Ordinance. Section 3.1.8 of the EIR (Subsection 2.11.1.1 in the DEIR), as well the Water and Recycled Water Study (Appendix P of the EIR), also document historical water use on the property and demonstrate that the estimated average Project water use would be consistent with (i.e., within approximately 1.5 percent of) historical water use in the established baseline year (2013), and well below the previous five-year average on-site use. In addition, these analyses identify several considerations that are expected to further reduce water demand at the Project site (although these considerations are not included in the Project water demand projections). Specifically, these include water use reductions associated with current and future technological advances and conservation measures, as well as the proposed use of recycled water to irrigate approximately 35.6 acres of proposed on-site landscaping in lieu of potable water use (with these factors assumed to result in a lower overall water demand than that used for the Proposed Project analysis, and reduce the average on-site use below the 2013 baseline year average). This information can be used by the Rincon MWD Board to qualify the Project for meters as part of the Drought Ordinance. This issue is also discussed in Responses C-8 and C-10.

C-3 The comment indicates that the Project Description should be revised to encompass the 2014 Rincon MWD Water Master Plan R7 Reservoir, including its design and construction. The EIR has been modified in response to this comment, with construction of the R7 Reservoir and

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- C-3
cont. related access road/pipeline facilities now included in the Project Description (refer to Subsections 1.2.1.3, 2.1.2.1, 2.3.2.2, 2.4.2.1, 2.5.1.4, and 3.8.1.). This issue is discussed further in Responses C-4 and C-5.
- C-4 The comment indicates that the DEIR implies that Rincon MWD has reviewed and approved the R7 Reservoir and layout of the water system when it has not been reviewed and approved, and that the EIR should further address the R7 Reservoir. As stated in Response C-3, the EIR, as well as the Water and Recycled Water Study (Appendix P of the EIR), have been modified to discuss the inclusion of the R7 Reservoir, including potential design and construction characteristics. In addition a Project Design Feature has been included in Table 1-4 and Chapter 7 that states that the hydraulic analysis shall be reviewed by the Rincon MWD to verify the associated sizing and scheduling conclusions, with any resultant modifications to be incorporated into the final Project design.

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Rincon del Diablo MWD Comments May 2015 – Valiano Development Draft EIR

- C-5 [Comment 1 – The Proposed Project triggers the need to construct the R7 Reservoir, not provide an opportunity to facilitate earlier construction.
- C-6 [Comment 2 – Add “including the R7 Reservoir” to the sentence so it reads: Phasing of the onsite water system, including the R7 Reservoir, through the Project.
- C-7 [Comment 3 – This text should be deleted, as the need for the R7 Reservoir has already been identified.
- C-8 [Comment 4 – It should be noted here that Rincon Water also updated the 2010 UWMP in 2014 in concert with the Master Plan, and in the update, Rincon Water has set a strategic goal to offset all new imported potable water demand through the development of local supplies.
- C-9 [Comment 5 – EIR should also mention Rincon Water’s 2014 UWMP Update.
- C-10 [Comment 6 – EIR should mention that continued drought and future mandates from the State could impose restrictions on this project, such as the suspension of new meter installations or requirements to offset the potable demand elsewhere in our system.
- C-11 [Comment 7 – Multiple dry year scenario shortages are likely, as a hot summer and forecasted dry winter this year will likely trigger going to Level 3, Drought Critical, in our Drought Ordinance. The EIR should mention that included in Rincon Water’s plans to deal with this occurrence are meter restrictions and potable water offsets, by which the latter could include installation of offsite facilities.
- C-12 [Comment 8 – The water supply demand impact could be significant if water offsets are required, such as extending the recycled water system elsewhere in the system to convert existing potable irrigation meters to recycled water or developing alternative sources of potable water, such as local supply.
- C-13 [Comment 9 – Please note that all facilities shown have yet to be reviewed and approved by Rincon Water.
- C-14 [Comment 10 – This statement is misleading and should be reworded. It implies that the conceptual studies were requested by Rincon Water and suffice in determining project requirements. The studies were initiated by the developer and are presented in the draft EIR without any review or approval from Rincon Water. Therefore, the Rincon Water recommendation statement should be deleted, and the sentence reworded stating the studies

- C-5 The comment indicates that the Proposed Project triggers the need to construct the R7 Reservoir as opposed to just providing an opportunity to facilitate earlier construction. The 2014 Rincon MWD Water Master Plan identified the R7 Reservoir as a facility required to: (1) meet future growth within the Rincon MWD Improvement District No. 1 (ID 1) South service area (which includes the Proposed Project site), for existing and future customers; (2) provide sufficient storage and water pressure to meet fire flow requirements within the ID 1 South service area; and (3) replace the capacity for potable water storage lost by converting the existing R1-A water storage reservoir to recycled water storage. The 2012 California Fire Code increased the fire flow requirements for residential from 1,500 gpm to 2,500 gpm in “high severity zone” or wildland areas, although the Valiano fire requirement is estimated to be 1,500 gpm by the San Marcos Fire Protection District (i.e., a “moderate severity zone”). These recent requirements have resulted in the need for higher flows in the District, and therefore the R7 Reservoir was included in the 2014 Water Master Plan to address these issues. As it has been determined that the Proposed Project triggers the need to construct the master planned R7 Reservoir, it would be designed and constructed by Valiano as part of the development, and is therefore included and analyzed in the EIR and the Water and Recycled Water Study (Appendix P of the EIR) as appropriate (please refer to Subchapters 2.1, 2.3, 2.4, 2.5 and 3.1.8).
- C-6 The comment makes a correction to the EIR. The phasing of the on-site system, including the R7 Reservoir, will be included in the detailed hydraulic analysis to be submitted to the District for approval. A phasing figure (Figure 1-19b) has been added to Chapter 1 of the EIR.
- C-7 The comment makes a correction to the EIR. See Subsection 1.2.1.3 of the EIR.
- C-8 The comment indicates that the 2014 Urban Water Management Plan (UWMP) and Master Plan updates have a strategic goal of no net increase in imported water. The Project complies with this goal and the EIR, along with the Water and Recycled Water Study (Appendix P of the EIR), provide appropriate documentation of prior and projected water use and supply. Specifically, the EIR analysis concludes that: (1) projected water use associated with the Proposed Project would be consistent with (i.e., within approximately 1.5 percent of) on-site use during the identified baseline year of 2013, and well below the average use at the site over the past five years; (2) while not included in the Project demand analysis,

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- C-8 cont. current and future technological advances and conservation measures, as well as the proposed use of recycled water to irrigate approximately 35.6 acres of proposed on-site landscaping in lieu of potable water use, are assumed to result in a lower overall water demand than that used for the Proposed Project analysis (and to reduce the average on-site use below the 2013 baseline year average); (3) the Project demand for potable water would be met by water supplies identified to be available over a 20 year planning horizon under normal, single dry year, and multiple dry year conditions; (4) the proposed R7 Reservoir would, in combination with surplus capacity in the ID-1 North system, ensure adequate storage capacity for the Rincon MWD and the ID-1 South system; and (5) the Proposed Project water supply system facilities would be sized to provide adequate capacity for identified on-site development, and would not necessitate significant alterations to existing off-site systems beyond those assumed as part of the Project design. This issue is also discussed in Response C-2.
- C-9 The comment indicates that the EIR should reference the 2014 UWMP update. The discussion of water supply and demand in Subsection 3.1.8.1 of the EIR, includes applicable information from the 2014 UWMP update, with this issue also being discussed in Response C-8.
- C-10 The comment indicates that the EIR should discuss drought and future mandates from the State. Section 3.1.8 of the EIR (Subchapter 2.11 in the DEIR) provides discussion of drought conditions and related State mandates, including Executive Order-B-29-15, which requires a net reduction of water use relative to the amounts used in 2013. The Project site exhibited high historical water usage due to the previous orchard operations. Specifically, as shown in Section 3.1.8 of the EIR and the Water and Recycled Water Study (Appendix P of the EIR), the average on-site water use for the established baseline year (2013) was approximately 162,000 gallons per day (gpd), while the average use on-site over the past five years was approximately 194,000 gpd. The estimated average water use identified for the Proposed Project in the Water and Recycled Water Study is 164,520 gpd, which is well below the five-year average for the site and, consistent with the 2013 baseline year. As described in the EIR, however, average water use for the Proposed Project is also assumed to be below the identified 2013 baseline year consumption with consideration of water use reductions from technological advances, conservation measures, and the proposed use of recycled water for on-site landscape irrigation. This issue is also discussed in Responses C-2 and C-8.
- C-11 The comment indicates that the EIR should mention Rincon MWD's plans to use meter restrictions and potable water offsets during mandatory restrictions under the Rincon MWD Drought Ordinance. This issue is discussed in Responses C-2, C-8 and C-10.

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- C-12 The comment indicates that water supply demand impacts could be significant if offsets such as extending recycled facilities off-site or developing alternative water supplies are required. As outlined in Section 3.1.8 of the EIR and Responses C-2, C-8 and C-10, however, the Proposed Project would (without offsets as described) use less water than the previous five-year average baseline agricultural use, and would be below the established 2013 baseline year use with consideration of assumed technological advances, conservation measures, and the on-site use of recycled water for landscape irrigation.
- C-13 The comment indicates that the some of the facilities shown have yet to be reviewed and approved by Rincon MWD. This issue is discussed in Response C-4.
- C-14 The comment indicates that the DEIR incorrectly stated that Rincon MWD recommended a conceptual water and recycled water study for the Project, and that further review by Rincon MWD would be required in the future. The referenced text in the EIR has been modified to clarify that the water and recycled water study was not requested by the Rincon MWD and will be subject to review by Rincon.

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- C-14 cont. estimate facility requirements, and further, more detailed analyses will be required by Rincon Water.
- C-15 Comment 11 – Per our cover letter, the R7 Reservoir is an expansion based, developer driven project, and is a facility requirement for the project. Please reword accordingly and delete reference to a future Rincon Water project.
- C-16 Comment 12 – The amount listed and assumptions on fire storage have yet to be reviewed or approved by Rincon Water. Also, the detailed hydraulic analyses will need to investigate a 10-day SDCWA Aqueduct shutdown, and the ability to feed the project from Rincon Water’s emergency supply connections with Vista Irrigation District (VID) and the City of Escondido, or if additional storage is needed.
- C-17 Comment 13 – See Comment 11, delete “(but not a part of)”, and delete mitigation by Rincon Water. Please also address in Chapter 7, Mitigation Measures.
- C-18 Comment 14 – Access may also be required from the subdivision road. All access roads will be paved. Delete reference to Rincon Water building the facility at a future date.
- C-19 Comment 15 – See Comments 11 and 13.
- C-20 Comment 16 – See Comments 11 and 13.
- C-21 Comment 17 – See Comments 11 and 13.
- C-22 Comment 18 – Analysis should be based on demands within the ID-1 South Zone, not the entire system.

- C-15 The comment indicates that the R7 Reservoir is a developer driven project and is a facility requirement for the Project. This issue is discussed in Response C-5.
- C-16 The comment indicates that the reservoir capacity and fire storage assumptions have yet to be reviewed or approved by Rincon MWD, and that the detailed hydraulic analyses will need to investigate additional issues. These issues are discussed in Responses C-4 and C-5.
- C-17 The comment makes a correction to the EIR. The EIR, as well as the Water and Recycled Water Study (Appendix P of the EIR), have been modified to discuss the inclusion of the R7 Reservoir, including potential design and construction characteristics. This issue is also discussed in Responses C-3 through C-6.
- C-18 A revised reservoir and access road design has been prepared as part of the Water and Recycled Water Study (Appendix P of the EIR), and is included in the EIR (Subsection 1.2.1.3 and Section 3.1.8). The preferred access route includes a 15-foot paved access road within a 20-foot wide easement, and has been designed using the existing orchard roads as much as possible. Under the proposed design, access road grades would be limited to a maximum of 20 to 25 percent, consistent with other Rincon MWD reservoir access roads.
- C-19 The comment references Comments C-15 and C-17 and highlights a passage in the DEIR regarding the R7 Reservoir as being proposed by Rincon MWD. This issue is discussed in Responses C-3 through C-6.
- C-20 The comment references Comments C-15 and C-17 and highlights a passage in the DEIR regarding the R7 Reservoir as being proposed by Rincon MWD. This issue is discussed in Responses C-3 through C-6.
- C-21 The comment references Comments C-15 and C-17 and highlights a passage in the DEIR regarding the R7 Reservoir as being proposed by Rincon MWD. This issue is discussed in Responses C-3 through C-6.
- C-22 The comment indicates that the final sizing and timing of the R7 tank will be determined in a detailed hydraulic study, based on analysis of the ID 1 South zone. A revised design for the reservoir lay-out and access road was prepared as part of the Water and Recycled Water Study (Appendix P of the EIR), and is included in the EIR as the preferred access route. This issue is also discussed in Response C-18.

connecting to Country Club Drive). As discussed previously, this portion of Hill Valley Drive is an existing dirt road that is proposed to be improved to a paved road approximately 24 feet wide, for a majority of the road length as part of the Proposed Project. As currently designed, one section of this road (approximately 185 - 195 feet) can only be improved to 20 feet wide due to easement access issues. In order for the Additional Access Option to be executed, the roadway would have to meet County private road standards. The road would require improvement to a paved width of 24 feet with a corresponding design speed of 30 miles per hour and a 40-foot right of way (unless granted a design modification). Impacts for implementing this option are analyzed in the EIR sections that may be affected.

To support pedestrian circulation, the Proposed Project may include a sidewalk on a portion of the west side of Country Club Drive in the City of Escondido north of Hill Valley Drive. The right-of-way exists within land that is disturbed. The improvement would be subject to approval by the City of Escondido.

Trail Network

A system of public multi-use trails and private internal trails would link key open space features of the Proposed Project site and would connect to proposed offsite public trails and nearby residential uses. The conceptual trail plan is shown in Figure 1-18, *Conceptual Trail Plan*. The public multi-use trail would be 10 feet wide bound by fencing on one or both sides and would have a surface of native soil or similar suitable material. Signage depicting trail safety and rules will be located at strategic places along the trail. The trail is intended to serve equestrian uses, hiking, biking and jogging. The multi-use trail would be built to County of San Diego Trail Design Standards. The trail would run entirely along the community parkway, in addition to connecting with parks and open space. In addition, sidewalks would be located along most internal roadways, which in turn connect to the trail system. Sidewalks would be concrete. Soft surface sidewalks (5 feet wide) would be installed in the portions of Country Club Drive abutting the Project site. The public trail is within the private road system and would require an easement and dedication to the County and would also require an additional easement within the private road for the County to access the trail for maintenance.

1.2.1.3 Utilities

Potable Water

Water service for fire protection and residential use would be provided by Rincon MWD. The Proposed Project site is located entirely within the boundaries of the Rincon MWD which serves approximately 30,000 people through nearly 8,000 connections in portions of the cities of Escondido, San Marcos and San Diego.

Specifically, the Proposed Project would be served by the Improvement District 1 South (ID 1) water system. ID-1 South includes existing development generally south of SR-78 and west of I-15. The San Diego County Water Authority (SDCWA) is the sole supplier of water to the ID 1 service area via two connections to the First Aqueduct, near the Hubbard Hill area to the northeast of the Project.

The Proposed Project site would be served by the 959 Pressure Zone in this area. Potable water service for the Plan area would be primarily provided by a connection to an existing 14-inch water main along the southern boundary of the Project site. Secondary sources of water supply would also be necessary including: a new 12-inch main to Eden Valley Drive and the backbone 16-inch water main to the north at Hill Valley Drive (so it can be connected in the future to the Rincon MWD's planned reservoir and transmission projects). Figure 1-19, *Proposed Water Infrastructure*, depicts the proposed water infrastructure. A 16-inch water main would loop the core development area to support larger fire flow requirements. The primary water supply would initially be from the south and the infrastructure that is currently being constructed by the Harmony Grove project, which was designed to the new fire flow standard.

The Proposed Project would require a small booster pump station to service approximately 75 homes situated above the 800 foot elevation. The pump station would be owned and operated by Rincon MWD and would be housed in a small building. The pump station would include a total of four pumping units, two small domestic pumps (100 gpm each) and two dedicated fire flow pumps (2,500 gpm each). It is assumed Rincon MWD would require a generator for the fire pumps. A 100 kilowatt diesel back-up generator would be required and housed in an enclosure adjacent to the pump building.

Rincon MWD owns a future reservoir site within the ID 1 South service area, located in (but not part of) the northern portion of the Proposed Project (Figure 1-3). The 2014 Water Master Plan recommended a 3.0 MG Reservoir, referred to as the "R7 Reservoir" as part of the District's proposed 5-year capital improvement program to improve regional water capacity. This tank would be approximately 32 feet high and 138 feet in diameter and would be located on a 3.2-acre site. There is an existing 20-foot wide easement for the access road to the tank. The tank location and access easement are shown in Figure 2.11-1 in Subchapter, 2.11, *Utilities*.

The R7 Reservoir would provide multiple benefits for the community service area including:

- Operational storage and fire flow capacity needs for existing and planned development in the ID South service area; and
- Upgrades and improvements to the existing ID South service area to the new fire flow standard by providing increased available supply and pressure.

COMMENT #1

The Proposed Project would provide an opportunity to facilitate earlier construction of the regional R7 Reservoir that would be used to increase fire flow capacity to enhance regional and area fire safety. It also upgrades and improves the existing ID South service area to the new fire flow standard by providing increase available supply and pressure with the R7 Reservoir.

A detailed water system analysis would be required by Rincon MWD prior to recordation of the Final Map, to determine at a minimum:

- The final sizing of all onsite water distribution pipelines;
- Phasing of the onsite water system through the Project; COMMENT #2

- Connection points to the existing water system;
- Booster pump station sizing; and
- Confirmation of the necessity of the R7 Reservoir.

Based on the findings of the water system analysis, Rincon MWD would work with the Applicant to address the timing and schedule for the R7 Reservoir and pipeline to ensure, the most efficient process for implementation. **COMMENT #3**

The environmental analysis associated with the construction of the tank, access road and water pipeline (based on conceptual design contained in the 2014 Water Master Plan) is discussed in Subchapter 2.11 and also included in the cumulative analysis.

Wastewater

The existing parcels within the Proposed Project site either have no dwelling units, or are served by existing septic systems. The proposed development would be served by a system of public sewer mains and a WTWRF which would be owned and operated by the San Diego County Sanitation District. The proposed on-site sewer system is shown in Figure 1-20, *Proposed On-site Sewer System*. The proposed WTWRF would be located at the southeasterly portion of the Project site within Neighborhood 5. A wet weather storage area would be located in the northwestern corner of Neighborhood 5. Please refer to Section 1.2.1.1 for more detailed information on the WTWRF.

Recycled Water

The Proposed Project would include a recycled water system constructed in accordance with the regulations, laws, and standards set by the County of San Diego, Rincon MWD, and the state of California. Use of recycled water would be for all common area landscape irrigation, including private parks, streetscapes and manufactured slopes (See Figure 1-21, *Reclaimed Water Areas*). The primary source of recycled water for the Project would be from the WTWRF. At buildout, the Proposed Project would generate approximately 58,300 to 71,100 gpd of treated wastewater that could be utilized.

The proposed recycled water system would originate at the WTWRF and would require a dedicated recycled water pump station to serve the distribution system and wet weather storage site. A proposed recycled water pump station would serve to supply the irrigation demands of the Proposed Project from the WTWRF, through a proposed Rincon MWD recycled water system. The new supply would be in addition to the Harmony Grove Wastewater Reclamation Plant. The estimated capacity for the recycled water pump station is approximately 150 gallons per minute (gpm).

All irrigation systems would follow the County's Water Conservation and Landscape Ordinance Design Manual with recycled water to have a separate distribution system of purple pipes. This ordinance requires efficient outdoor water use through planning, installation, and maintenance of landscaping using a maximum applied water allowance (MAWA) developed for the site-specific conditions and through use of recycled water when tertiary treated recycled water is available.

2.11 Utilities and Service Systems

This subchapter of the EIR addresses water and wastewater services required for Project development, as well as service providers and facilities needed to meet this demand. Project Facility Availability Forms, as well as personal communications from service providers, are summarized below and included in Appendix O. The following water and wastewater services technical reports were prepared: Conceptual Water and Recycled Water Study (Atkins 2015b) included in Appendix P and Sewer Study (Atkins 2015a) included in Appendix Q.

Natural gas and electricity for the Proposed Project would be provided by SDG&E. A detailed analysis of the energy demands of the Project compared to existing energy production and consumption conditions is provided in Section 3.1.2, *Energy*, and is not discussed further in this section.

2.11.1 Existing Conditions

2.11.1.1 Water Supply

Water service would be provided to the Project site by Rincon MWD. Rincon MWD provides water and recycled services to areas within the cities of Escondido, San Marcos, and San Diego. Service is also provided to customers within various unincorporated areas of San Diego County. Rincon MWD delivers potable and recycled water to a population of 30,000 through nearly 8,000 connections representing residential, agricultural, landscape, and commercial/industrial water users. Rincon MWD was annexed into the SDCWA and Metropolitan Water District of Southern California in 1954 for the purpose of securing additional water supplies. Rincon MWD is a retail water supplier and does not routinely sell wholesale water supplies to any entity (Rincon MWD 2011). Additionally, it is a member agency of SDCWA, and serves approximately 30,000 people through nearly 8,000 connections (representing residential, agricultural, landscape, and commercial/industrial water users). Rincon's potable water distribution system includes 112 miles of water main (8-inches or larger in diameter), ten reservoirs with a total storage capacity of 25,742,229 million gallons, and four pump stations. Peak production is calculated at 10 mgd.

Rincon MWD prepared a UWMP in 2010 in compliance with the state law, to restructure its existing 2005 UWMP (amended and adopted on December 13, 2005) in order to comply with the California Department of Water Resources' review process. The 2010 UMWP contains a comparison of projected supply and demands within its existing boundaries through the year 2035. Projected potable water resources to meet planned demand would be primarily supplied with imported water purchased from SDCWA.

Rincon MWD recently prepared a Water Master Plan Update in 2014 to identify facilities, supplies, and capital funding Rincon MWD would need to continue providing reliable water and recycled water service to its customers through 2035. Supply and demand conditions have changed substantially since Rincon MWD last updated their Master Plan in 2005 and the 2014 Master Plan update addresses these changes (Rincon MWD 2014). **COMMENT #4**

The Project site is located to the west of Rincon MWD's current service area and would be served by the 959 Pressure Zone in this area. Potable water service for the Plan area would be primarily provided by connections to existing 8-inch and 10-inch water mains in Eden Valley Lane, Mt. Whitney Road, and south of Hill Valley Drive.

2.11.1.2 Wastewater

In terms of wastewater service facilities, the Proposed Project site is not located in the San Diego County Sanitation District, but is proposed to be annexed into the District. The County provides sewer service for approximately 50,000 customers within the unincorporated communities of the County of San Diego. The County's Sanitation District was consolidated in 2011 and includes nine County sewer service areas. Collectively, the County's wastewater collection and conveyance system includes approximately 432 miles of pipeline, 8,200 manholes, and 12 lift stations. However, the Project site is also not located in any of these sanitation or maintenance districts. The Project site is located immediately north of the Harmony Grove Sewer Service Area. The option of utilizing the Harmony Grove Sewer Service Area for the Proposed Project's wastewater treatment needs is discussed in Subchapter 4.5, *Analysis of the Sewer Options Alternative*, which includes three potential off-site options for the provision of sewer service in lieu of the proposed on-site WTRF and related facilities.

2.11.1.3 Regulatory Setting

Senate Bills 610 and 221

A Water Supply Assessment (WSA) is required, depending on the size of a proposed project, by Senate Bill 610 (specifically, Public Resources Code Section 21151.9 and California Water Code Sections 10631, 10656, 10657, 10910, 10911, 10912, and 10915). This document addresses the issue of water supply availability and is required through Senate Bill (SB) 610 to be prepared when projects subject to CEQA and larger than certain specified thresholds are under evaluation. The Proposed Project does not exceed the specified size threshold of 500 residential units or equivalent, and thus, preparation of a WSA is not required.

SB 221, a companion bill approved at the same time as Senate Bill 610, requires verification of water supplies as a condition of tentative map approval for residential subdivisions of 500 units or more. The Proposed Project water use is fewer than 500 residential units or equivalent; SB 221 is therefore not applicable to the Project.

Regional Water Supply Agency Plans

COMMENT #5

SDCWA's 2010 Urban Water Management Plan (UWMP) provides for a comprehensive planning analysis at a regional level and includes water use associated with accelerated forecasts of residential development as part of its municipal and industrial sector demand projections. SDCWA utilizes the SANDAG regional growth forecast to calculate future demands within their service area. This provides for consistency between San Diego County planning efforts and SDCWA demand projections, thereby ensuring that adequate supplies are being planned for existing and future water users. The demand associated with accelerated forecasted growth is

intended to account for SANDAG's land use development currently projected to occur between 2035 and 2050, but with the likely potential to occur on an accelerated schedule. SANDAG estimates that accelerated residential development could occur within the planning horizon of the 2010 UWMP update. These residential units are not yet included in local jurisdictions' general plans, so their projected demands are incorporated at a regional level. When necessary, this additional demand increment can be used by member agencies (including Rincon MWD), which will provide water service for the Proposed Project to meet the demands of development projects not identified in the general land use plans, as part of general plan amendments, and/or new annexations.

As documented in the 2010 UWMP, the SDCWA is planning to meet future and existing demands, which include the demand increment associated with the accelerated forecasted growth. The SDCWA will also assist its member agencies) in tracking certified EIRs provided by the agencies that include water supply assessments that utilize the accelerated forecasted growth demand increment, to demonstrate adequate supplies for the development.

State of California Executive Order-B-29-15

On April 1, 2015, Governor Brown signed an executive order mandating state water restrictions for a 25 percent mandatory potable water reduction through February 28, 2016. These restrictions will require California water suppliers to California cities and towns to reduce usage as compared to the amounts used in 2013. **COMMENT #6**

San Diego County General Plan Policies

The San Diego County General Plan includes a Land Use Element that contains policies regarding water supply and wastewater. These policies are analyzed in the Section 3.1.4, *Land Use and Planning*.

2.11.2 Analysis of Project Effects and Determination as to Significance

2.11.2.1 Water Supply

Guideline for the Determination of Significance

A significant impact to utilities would occur if the Proposed Project would:

1. Create a demand for potable water that cannot be met with the current projected water supplies and/or that requires significant alterations to the existing water pipelines and infrastructure that is needed to convey potable water to the site.

Guideline Source

The identified guideline for significance is based on Appendix G of the CEQA Guidelines and is intended to ensure that adequate public utilities and services are available for local residents.

Analysis

Project Demand and Regional Water Supply

As noted above, water supply for the Proposed Project would be provided by Rincon MWD. Rincon MWD's water supply is dependent on the SDCWA as the wholesale water supplier. Therefore, the water supply reliability assessment relies on the Water Authority's 2010 UWMP. Water Code Section 10635 requires that every urban water supplier assess the reliability of its water services during normal, dry and multiple dry water years. The water supply and demand assessment compare the total projected water use with expected water supply over the next 20 years in 5-year increments. The assessment contained in the 2010 UWMP projects reliability through the next 25 years to correspond with population growth forecasted by SANDAG.

The estimated water demands (estimated from planned land uses, using unit use factors specific to each land use in the current Project plan) were included in the Project's specific plan. The total average water demand was estimated to be 160,870 gpd as detailed in Table 2.11-1, *Potable Water Demands*. The maximum anticipated single-day demand was estimated to be 416,849 gpd, with a peak hour demand of 437 gpm.

The near-term service for the proposed water demands of the Project can be accounted for in the SDCWA's 2010 UWMP accelerated forecasted growth demand increment, discussed above. This additional demand increment can be used by member agencies to meet the demands of development projects not identified in general land use plans, as part of general plan amendments, and/or new annexations. As documented in the 2010 UWMP, SDCWA is planning to meet future and existing demands—including the demand increment associated with accelerated forecasted growth. SDCWA also will assist its member agencies in tracking the certified EIRs provided by the agencies that include water supply assessments that utilize the accelerated forecasted growth demand increment, to demonstrate adequate supplies for the development. In addition, the next update of the demand forecast for SDCWA's 2015 UWMP will be based on SANDAG's most recently updated forecast, which would include the Project.

As noted above, Rincon MWD used SDCWA's projections for normal, dry year and multiple dry years to determine future demands for the next 20 years. The forecasted normal year water demands compared with the projected supplies for Rincon MWD are shown in Table 2.11-2, *Supply and Demand Comparison – Normal Year*. Any shortfall from locally developed potable water would come from SDCWA (Rincon MWD 2011). With existing supplies and implementation of the projects discussed in the SDCWA and Rincon's planning documents, there would be adequate water supplies to serve the Project. Table 2.11-3, *Supply and Demand Comparison – Single Dry Year*, provides a comparison of a single dry year supply with projected water demands over the next 20 years. In a single dry year, Rincon MWD would actively promote a "voluntary 10% reduction in use" message. Past experience during a single dry year indicates that customers have responded and exceeded voluntary calls for conservation. No shortage in supplies would be anticipated during a single dry year.

Table 2.11-4, *Supply and Demand Comparison – Multiple Dry Years*, presents multiple dry year scenarios (one, two, and three year supplies). For multi-year analysis, the planning assumption is

the MWD will be allocating supplies to its member agencies according to its Water Supply Allocation Plan. Under parameters assumed in multi-dry year analysis, and by past experience, some level of shortage could potentially be experienced. SDCWA has invested in carryover storage supplies to assist in achieving reliability in dry years as discussed in its 2010 UWMP. Should shortages be experienced after the expenditure of SDCWA carryover supplies, Rincon MWD would respond to allocations in water demands mandated MWD and SDCWA. Additionally, Rincon MWD would implement its Drought Response Plan accordingly. As demonstrated by Tables 2.11-2 through 2.11-4, Rincon MWD can reliably meet demands during normal and single dry conditions. While multiple dry year scenario shortages are not likely due to the existence of carryover storage supplies, Rincon MWD has plans in place to deal with such an occurrence, including the aforementioned Drought Response Plan. **COMMENT #7**

In summary, the Proposed Project has been found to create a demand for potable water that would be met by water supplies that are planned for and intended to be available over a 20-year planning horizon, under normal conditions and in both single and multiple dry years. Therefore, **impacts associated with the Project's water supply demand would be less than significant.** **COMMENT #8**

Water Supply Facilities

Specifics regarding the water supply system for the Proposed Project are described in Section 1.2.1.3 of this EIR, and in the Specific Plan (April 2015). Figure 1-19 illustrates the proposed water system for the Project. **COMMENT #9**

As noted above, the Project site is located entirely within the boundaries of Rincon MWD, which would provide water service for fire protection and residential use. Specifically, the Proposed Project would be served by the Improvement District 1 (ID 1) South water system. ID 1 South includes existing development generally south of SR-78 and west of I-15. The ID 1 South system includes four reservoirs with varying high water levels, the highest being R-1A and R-1B reservoirs at 959 feet. SDCWA is the sole supplier of water to the ID 1 service area via two connections to the First Aqueduct, near the Hubbard Hill area to the northeast of the Project.

Rincon MWD, in their Project Facility Availability Form (see Appendix O), discussed the fact that some of the proposed home elevations are above the service levels of the existing reservoirs. Per their recommendation, a conceptual water and recycled water study has been prepared to determine the potable facility requirements to serve the new development and integrate it with the existing system (Atkins 2015b). **COMMENT #10**

The water study also addresses the recycled water system, which would be designed to serve on-site common landscape irrigation for parks, open space, and parkways. The primary source of recycled water for the Proposed Project would be the on-site WTWRF. The WTWRF is estimated to produce 70,100 gpd or 50 gpm average daily flow at buildout, which would equate to approximately 36 acres of land that could be permanently irrigated using recycled water (Atkins 2015b). This would reduce the on-site demand for potable water.

The water supply system facilities referenced above would be sized to provide the capacity required, and would not necessitate significant alterations to existing systems beyond those

assumed as part of Project design. As described above and discussed in more detail in Section 1.2.1.3, potable water service for the Project site would be primarily provided by a connection to an existing 14-inch water main along the southern site boundary and would connect with infrastructure that is currently being constructed by the Harmony Grove project. Secondary sources of water supply would be provided via a new 12-inch main in Eden Valley Drive, as well as the backbone 16-inch water main to the north at Hill Valley Drive. These would connect in the future to the Rincon MWD's planned reservoir (R7 Reservoir discussed below) and transmission projects identified in the Water Master Plan under the five year Capital Improvement Program) to serve future development and provide increased fire storage for existing and future customers (Rincon MWD 2014). Since existing potable water storage is located near the Proposed Project with the R-1B reservoir, it is assumed that the fire storage portion is available and can be used for the Proposed Project. The adjacent R-1A reservoir is proposed to be converted to recycled water as part of the Harmony Grove Village project and be used by Rincon for operational storage for an expanded recycled water system. Water storage required for the Proposed Project can be estimated based on the District's criteria of approximately 3.33 times the average annual demand (0.16 million gallons [MG] per day for the Project). Therefore, a total of approximately 0.53 MG is recommended to meet the in-District storage needs, exclusive of fire storage which is assumed available in existing storage reservoirs.

COMMENT #12

Existing water mains within the Project boundary are planned to be abandoned and replaced with Project improvements.

A small boosted pressure zone is anticipated to be needed to serve the western portion of the Proposed Project site where elevations are above 800 feet and would be beyond the service area of the 959 Pressure Zone. The Project would construct a new pump station within the Project boundaries and within the Project footprint to serve approximately 75 homes. The pump station would be owned and operated by Rincon MWD and would be sized for domestic and maximum daily plus fire flow demands. As shown in Figure 1-19, a new 1130 Pressure Zone would be supplied by the pump station. As a condition of Project approval, a future hydraulic study would be prepared by Rincon MWD during final Project design to verify the final sizing of the proposed water system.

Based on the estimated development growth in the District from 2015 to 2035, Rincon MWD would need approximately 3.0 MG of additional potable water storage to meet a regional increase in water demand. Table 2.11-5, *Summary of District Treated Water Storage Criteria*, presents this additional storage required by 2035. To meet these storage requirements, the 2014 Water Master Plan recommended a 3.0 MG Reservoir, referred to as the "R7 Reservoir." This additional District facility would be located in (but not part of) the northern portion of the Project site and would include a water tank, an access road within the existing easement, and a connecting pipeline within the access road from the water tank to existing pipeline. The R7 Reservoir is proposed as part of Rincon MWD's five-year capital improvement program, and is not included as part of the Proposed Project. However, because environmental review has not been performed on the Water Master Plan Update and given the timing of the Proposed Project, this EIR is providing a brief environmental analysis based on conceptual design contained in the 2014 Water Master Plan. Any mitigation deemed necessary would, however, be the responsibility of Rincon MWD. **COMMENT #13**

The proposed water tank would be approximately 32 feet high and 138 feet in diameter and would be located on a 3.2-acre site located within existing grove area. In order to provide the base for the tank, the top of a knoll (at approximately 945 feet) would be lowered by approximately 5 feet, and flattened to 940 feet AMSL. A new pipeline would be required to deliver water to and from the tank. This proposed subsurface pipeline is presumed to be located under the proposed access road and would connect to existing pipeline to the north. Figure 2.11-1, *Rincon MWD Easement and Reservoir*, shows the approximate location of the proposed water tank in relation to the Proposed Project, as well as the location and path of the related access road. The access road is approximately 2000 feet long and 20 feet wide. The R7 Reservoir, planned to be built by Rincon MWD at some point within the next five years, would have associated potential environmental effects related to visual, biological, and cultural resources. Other issue areas would be limited to short-term construction impacts and are not covered in this discussion. The analysis below includes a conservative estimate of 3.0 MG of water storage capacity. **COMMENT #14**

Relative to visual effects, potentially visible elements over the long term would relate to the tank itself, as well as a six-foot retaining wall that would support the tank at a bottom elevation of 940 feet AMSL. The tank would add a new – and notable – built feature to the north of the Project development footprint. The size of the water tank would be similar to a large two-story residence, and would be visible to off-site viewers. The knoll upon which the tank would be located, however, is lower than the topographic feature to the west of it. That knoll is never lower than approximately 1,000 feet AMSL, and goes up to approximately 1065 feet AMSL. As a result, the tank would be visually “backed” by topography a minimum of 28 feet higher than the top of the tank (at 940 feet AMSL, plus 32 feet of tank height), and would not be skylined. The six-foot retaining wall is expected to be obscured from off-site viewers by intervening grove trees. This feature would be visually consistent with other tanks located on higher hills in the vicinity (although somewhat atypical due to the lack of skylining), and also consistent with the grove uses within which it would be located.

As discussed in the Biological Resources Addendum contained in Appendix E, construction of the reservoir and access road would not impact sensitive vegetation communities, as only orchard, non-native vegetation, and developed land are present in these areas. Construction of the reservoir would also not impact jurisdictional wetlands or waters, as none are present within the 3.2-acre parcel; however, as shown in Figure 2.11-2, *Sensitive Biological Resources for the Rincon MWD Easement and Reservoir*, construction of the easement access road does have the potential to result in impacts to non-wetland WUS/streambed.

As discussed in the Cultural Resources Addendum contained in Appendix F, the 3.2-acre site and access road were surveyed for cultural resources on March 12, 2014 by Affinis archaeologists with Native American monitors from Saving Sacred Sites (Luiseño) and Red Tail Monitoring and Research (Kumeyaay). The parcel was walked in parallel transects spaced approximately 10 to 15 meters apart. The parcel was an avocado grove, which afforded poor ground visibility. No cultural resources were previously recorded within the reservoir site or the associated easement, based on records searches conducted at the South Coastal Information Center (SCIC) for the Project, including a records search obtained in March 2015 in conjunction with the Section 404 permit process. No cultural resources have been identified within or adjacent to the

reservoir site or the associated easement; therefore, there would be no impacts to cultural resources.

Although the Proposed Project would not directly result in impacts to utilities and service systems, the District's proposed R7 Reservoir has the potential to result in impacts related to visual and biological resources. Therefore, **impacts to water service facilities would be potentially significant. (Impact UT-1) COMMENT #15**

2.11.2.2 Wastewater Management

Guideline for the Determination of Significance

A significant impact to utilities would occur if the Proposed Project would:

2. Generate wastewater that cannot be treated by an existing or proposed facility and/or requires significant alterations to existing sewage systems and infrastructure.
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Guideline Sources

The identified guidelines for significance are based on Appendix G of the CEQA Guidelines and are intended to ensure that adequate public utilities and services are available for local residents.

Analysis

A conceptual sewer study has been prepared for the Proposed Project to provide an overall sewer service plan and determine the requirements for an on-site collection system (Atkins 2015a). The proposed development would be served by a system of public sewer mains and an on-site WTWRF to be located at the southeasterly portion of the Project, which would be owned and operated by the San Diego County Sanitation District. More specifics regarding the sewer system are provided in Chapter 1 and in the Conceptual Sewer Study contained in Appendix Q and an analysis of the Sewer Options Alternative is provided in Subchapter 4.5.

Projected wastewater flows for the Proposed Project are based on the sewage generation factors contained in Appendix Q and summarized in Table 2.11-6, *Project Wastewater Generation*. The total average wastewater flow is projected to be 70,100 gpd. Peak wastewater flows from the Proposed Project are calculated based on the peaking factor of 2.11 and average flows of 70,100 gpd, for a peak wastewater flow of 280,360 gpd, or approximately 195 gpm under a peak hour wet weather condition.

The proposed WTWRF would have the appropriate capacity for the Proposed Project. Additionally, the sewer service area within the Project would be annexed into the San Diego County Sanitation District, subsequent to LAFCO approval of an amendment to the SOI for this district. Since the WTWRF would be owned and operated by the County, it would be designed

to County standards. Preliminary sizing of the primary lift station includes two 120-gpm pumps and approximately 20,000 gallons of emergency storage, assuming storage for six hours of average flow. Two smaller lift stations, each serving 10 to 15 homes, are assumed to be owned and maintained by an HOA, and also would be designed to County standards. The WTWRF would be an Aero-Mod system using an extended aeration wastewater treatment process, as described in detail in Section 1.2.1.1. The Aero-Mod-style process would include on-site digester basins to reduce settled solids produced by the treatment process. A preliminary design report outlining the specific design requirements of the WTWRF and associated infrastructure would be prepared and submitted to the County as a condition of Project approval. Based on these considerations, wastewater generated by the Project would be treated by the proposed on-site facility and would not require significant alterations to existing sewage systems and infrastructure or substantially reduce the capacity of existing facilities. Thus, **impacts related to wastewater management would be less than significant.**

2.11.3 Cumulative Impact Analysis

Several related cumulative development projects have been recently completed or are planned for development in the vicinity of the Proposed Project, as listed in Table 1-5. These future projects include residential developments totaling approximately 15,500 units (including the Proposed Project), as well as other types of development, such as a light recycling processing facility and offices. Cumulative impacts of these development projects are analyzed below within the context of comprehensive regional planning and forecasting of water supplies and facility needs. The significance guidelines that were used to evaluate Project-specific impacts also are used here to evaluate cumulative impacts.

2.11.3.1 Water Supply and Facilities

As discussed previously, the SDCWA's 2010 UWMP provides for a comprehensive planning analysis at a regional level and includes water use associated with accelerated forecasts of residential development as part of its municipal and industrial sector demand projections. The demand associated with accelerated forecasted growth is intended to account for SANDAG's land use development currently projected to occur between 2035 and 2050, but which has the likely potential to occur on an accelerated schedule. SANDAG estimates that this accelerated residential development could occur within the planning horizon of the 2010 UWMP update. These units are not yet included in local jurisdictions' general plans, so their projected demands are incorporated at a regional level. When necessary, this additional demand increment can be used by member agencies to meet the demands of development projects not identified in the general land use plans or for new annexations.

As documented in the 2010 UWMP, the SDCWA is planning to meet future and existing demands which include the demand increment associated with the accelerated forecasted growth. SDCWA will also assist its member agencies in tracking the certified EIRs provided by the agencies that include water supply assessments that utilize the accelerated forecasted growth demand increment, to demonstrate adequate supplies for the development. Therefore, cumulative impacts on water supply and water facilities would be **less than significant.**

2.11.3.2 Wastewater Management

The Proposed Project would not rely upon an existing sanitation or maintenance district, but rather, would involve the construction of an on-site facility to treat the wastewater generated from the Proposed Project. Because the Proposed Project would not rely upon an existing facility for wastewater treatment, the Project's contribution to cumulative impacts on wastewater treatment services would be **less than significant**.

2.11.4 Significance of Impacts Prior to Mitigation

The Proposed Project would not result in impacts to utilities and service systems, however, potential impacts could occur as a result of the Rincon MWD planned R7 Reservoir. The R7 Reservoir is planned to be constructed by Rincon MWD within the Project site, although not as part of the Proposed Project. This new facility is the responsibility of the Rincon MWD and could result in the following impact related to utilities and service systems: **COMMENT #16**

Impact UT-1 Construction of the R7 Reservoir could result in:

- Visual impacts to neighboring areas if the surrounding grove trees are not tall enough to provide sufficient screening of the water tank; and
- Biological resource impacts if construction of the easement access road cannot avoid the non-wetland WUS/streambed.

2.11.5 Mitigation

The mitigation measure would be implemented when the reservoir is being designed and approved. The agency responsible for approving the facility (Rincon MWD) would also be responsible for the mitigation to reduce utility-related impacts to less than significant.

M-UT-1 The Applicant will coordinate with Rincon MWD at the time the tank is designed and constructed to ensure that there is adequate mitigation for utility-related impacts. The mitigation is anticipated to include, but may not be limited to:

- In order to be fully consistent with seen elements of notable tanks east of Harmony Grove, tall trees shall be planted around the tank to provide more height screening than may be provided by grove trees. These plantings shall soften the line of the tank top, which otherwise would provide a rigid horizontal element to the view. Rincon MWD shall plant this facility similarly to their other nearby tanks for visual continuity.
- If impacts to the WUS/streambed crossings cannot be avoided by constructing structures spanning these areas rather than using fill, Rincon MWD shall obtain permits from the USACE, Regional Water Quality Control Board, and CDFW, and shall provide appropriate mitigation.

COMMENT #17

*Valiano Project
Public Review Draft Environmental Impact Report*

*Subchapter 2.11
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2.11.6 Conclusion

The implementation of the mitigation measure listed above would reduce utility-related impacts to less than significant.

2.11-11

**Table 2.11-1
POTABLE WATER DEMANDS**

Site	Units	Unit Demand (gpd/du)	Average Demand		Max Day Demand (2.6xAAD)		Peak Hour Demand (3.9xAAD)
			(gpd)	(gpm)	(gpd)	(gpm)	(gpm)
Condominium Residential (detached)	49	400	19,600	14	50,960	35	55
Single-family Residential	277	510	141,270	98	365,889	254	382
TOTAL	326	--	160,870	112	416,849	289	437

Source: Atkins 2014b

**Table 2.11-2
SUPPLY AND DEMAND COMPARISON – NORMAL YEAR**

	2015	2020	2025	2030	2035
Supply Totals	9,400	9,600	9,800	10,000	10,100
Demand Totals	9,669	9,823	10,041	10,263	10,371
Difference	269	223	241	263	271
Difference as % of Supply	3%	3%	3%	3%	3%
Difference as % of Demand	97%	97%	97%	97%	97%

Source: Rincon MWD 2011
Units are in acre-feet per year

**Table 2.11-3
SUPPLY AND DEMAND COMPARISON – SINGLE DRY YEAR**

	2015	2020	2025	2030	2035
Supply Totals	9,400	9,600	9,800	10,000	10,100
Demand Totals	9,669	9,823	10,041	10,263	10,371
Difference	(269)	(223)	(241)	(263)	(271)
Difference as % of Supply	-3%	-3%	-3%	-3%	-3%
Difference as % of Demand	-97%	-97%	-97%	-97%	-97%

Source: Rincon MWD 2011
Units are in acre-feet per year

**Table 2.11-4
SUPPLY AND DEMAND COMPARISON – MULTIPLE DRY YEAR**

		2015	2020	2025	2030	2035
Multiple Dry-Year	New Sources	2,000	2,500	3,000	3,500	4,000
	Supply Totals	9,400	9,600	9,800	10,000	10,100
	Demand Totals	9,669	9,823	10,041	10,263	10,371
First Year Supply	Difference	-269	-223	-241	-263	-271
	Difference as % of Supply	-3%	-3%	-3%	-3%	-3%
	Difference as % of Demand	-1%	-2%	-2%	-3%	-3%
Multiple Dry-Year	New Sources	2,000	2,500	3,000	3,500	4,000
	Supply Totals	9,400	9,600	9,800	10,000	10,100
	Demand Totals	10,055	10,216	10,443	10,674	10,790
Second Year Supply	Difference	-655	-616	-643	-674	-690
	Difference as % of Supply	-7%	-6%	-7%	-7%	-7%
	Difference as % of Demand	-7%	-6%	-6%	-6%	-6%
Multiple Dry-Year	New Sources	2,000	2,500	3,000	3,500	4,000
	Supply Totals	9,400	9,600	9,800	10,000	10,100
	Demand Totals	8,748	8,888	9,085	9,286	9,474
Third Year Supply	Difference	652	712	715	714	726
	Difference as % of Supply	7%	7%	7%	7%	7%
	Difference as % of Demand	8%	8%	8%	8%	8%

Source: Rincon MWD 2011
Units are in acre-feet per year
This data included indirect potable water from a project that is not yet implemented. Rincon will utilize local supplies as feasible. Shortfalls will be augmented with SDCW imported supplies.

**Table 2.11-5
SUMMARY OF DISTRICT TREATED WATER STORAGE CRITERIA**

Storage Type	Volume (as duration)	2013 Volume Required ⁽¹⁾ (MG)	2035 Volume Required ⁽²⁾ (MG)	Description / Notes
Emergency	3.0 average days	18.7	20.9	Emergency reserve for use during supply interruption
Fire Flow	2 at 2,500 gpm for 2 hours, for each of ID-1 & ID-A	2.4	2.4	District policy is to provide facilities to supply two concurrent fires
Operational	ID-1: 0.33 average days ID-A: 0.40 average days	2.1	2.4	Operational storage addresses time-of-day variation in demands
Total Storage Volume per Criteria		23.2	25.7	
Actual Existing (2013) ⁽³⁾ – Percent of Criteria Total		22.9 99%	22.9 89%	R-1A reservoir volume not included in total
Surplus (Deficit)⁽⁴⁾		(0.3)	(2.8)	2013 volume deficit is not significant. 2035 deficit will require new storage.

Source: Rincon del Diablo Municipal Water District Water Master Plan Update June 2014 **COMMENT #18**

MG = million gallons; MGD = million gallons per day

⁽¹⁾ 2013 Volume based on average potable demand of 7,000 AF/yr, or 6.25 MGD

⁽²⁾ 2035 Volume based on average potable demand of 7,900 AF/yr, or 7.05 MGD. Future potable demand could be less if the District elects to pursue an expansion of its recycled water distribution system as part of its New Local Supply initiative.

⁽³⁾ Potable storage volume does not include the R-1A reservoir (3.1 MG), which is planned to be converted to the recycled water system.

⁽⁴⁾ The totals and surplus/deficit data shown here is for the District system as a whole, and does not account for the distribution of storage among pressure zones.

**Table 2.11-6
PROJECT WASTEWATER GENERATION**

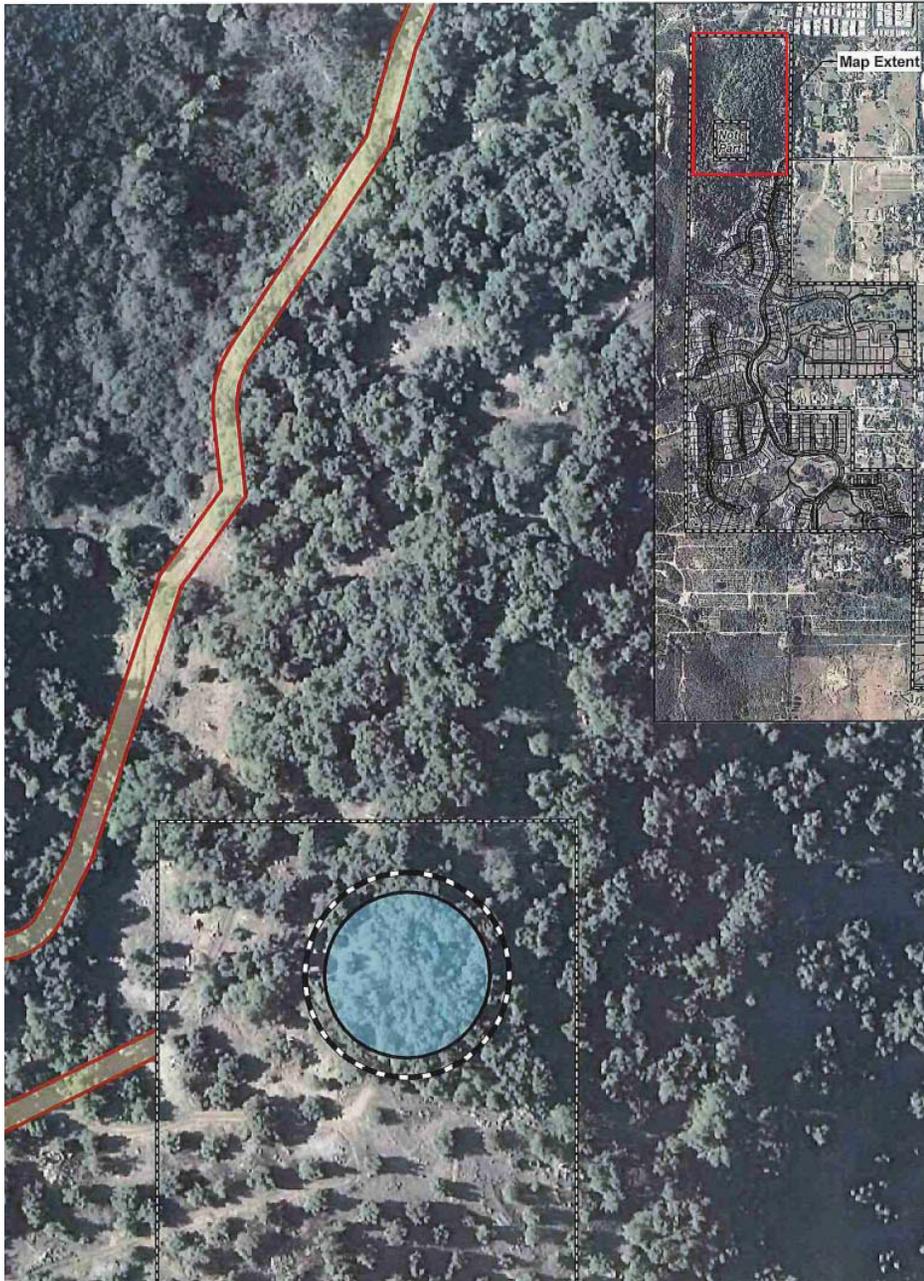
	Units	Unit Rate (gpd/du)	Average Flow (gpd)	Peaking Factor	PDWF	PWWF
Condominium Residential (detached)	49	215	10,540	2.11	25,495	42,140
Single-family Residential	277	215	59,560	2.11	144,123	238,220
TOTAL	326	--	70,100	--	169,618	280,360

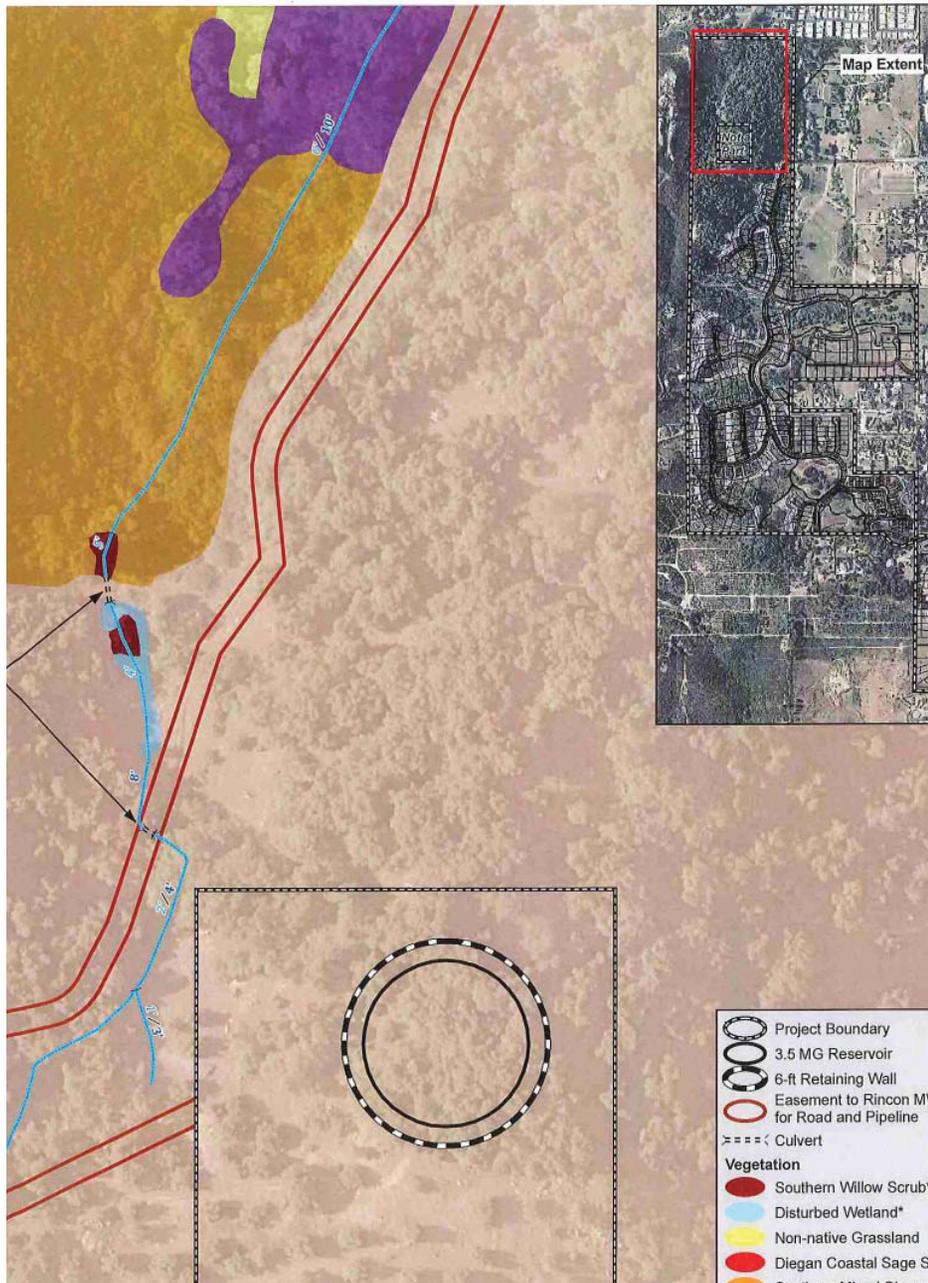
Source: Atkins 2015a

gpd = gallons per day; du = dwelling unit; PDWF = Peak Dry Weather Flow; PWWF = Peak Wet Weather Flow

COMMENTS

RESPONSES







June 15, 2015

File Number 3330300

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
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sandag.org

Ms. Beth Ehsan
County of San Diego
Planning and Development Services
Project Processing Counter
5510 Overland Ave, Suite 110
San Diego, CA, 92123

Dear Ms. Ehsan:

SUBJECT: Comments on PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2013-STP-13-003, PDS2014-MUP-019, HLP XX-XXX, LOG NO. PDS2013-ER-13-08-002; SCH NO. 2013061042 Valiano Specific Plan.

Our comments are based on policies included in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) and are submitted from a regional perspective, emphasizing the need for land use and transportation coordination, and implementation of smart growth and sustainable development principles. The goal of these regional plans is to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure to create a more sustainable region.

The 2050 RTP/SCS sets forth a multimodal approach to meeting the region's transportation needs. Therefore, it is recommended that the traffic analysis consider the needs of motorists, transit riders, pedestrians, and bicyclists, and the implementation of a robust Transportation Demand Management (TDM) Program. The San Diego Association of Governments (SANDAG) recommends that the following comments be addressed:

Multimodal Transportation Options

Given the project's proximity to the Nordahl transit station to the North and the Escondido Transit Center to the East, SANDAG suggests that the project roadways consider including pedestrian and bicycle facilities to help support multi-modal access to such transit amenities. By 2050, the Escondido Transit Center will continue to grow as one of the region's main transit centers.

Transportation Demand Management

In considering mitigation for regional transportation impacts that result from the Valiano Specific Plan, please also consider promoting available TDM programs and services to residents such as the Regional Vanpool Program, online ride-matching, Park & Ride facilities and Guaranteed Ride Home. Information on these programs can be accessed through

D-1

D-2

D-3

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

D-1

SANDAG's 2014 publication, Smart Growth in the San Diego Region, which was developed with the Smart Growth Concept Map as part of the implementation of SANDAG's 2004 publication, *Regional Comprehensive Plan*, defines smart growth as:

"...a compact, efficient, and environmentally-sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. Smart growth is characterized by more compact, higher density development in key areas throughout the region that is walkable, near public transit, and promotes good community design. Smart growth results in more housing and transportation choices for those who live and work in smart growth areas."

The Project would represent infill development between the Village Residential, Semi-Rural Residential and mixed uses of Harmony Grove Village, and the urban development of the surrounding cities of Escondido and San Marcos. The Specific Plan area is near four Smart Growth Opportunity Areas (SGOA) identified in the SANDAG Smart Growth Concept Map – North County, including within approximately 1 mile of ES-8 (Potential Special Use Center associated with the SPRINTER Station and the Escondido Research and Technology Center [ERTC]), and within approximately 3 miles of ES-2 (Mixed-Use Transit Corridor along Mission Road), SM-2 (California State University, San Marcos Campus), and SM-1 (District mixed-use area [a Town Center]). The Project's location is consistent with regional plans to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure. The Project is also located near the 2035 Potential Transit Priority Project Areas that run along Citracado Parkway and the SPRINTER line. While the Project is not located within the "walkable" 0.25 to 0.5 buffer zone of a transit hub that defines a SGOA, it would place residences within a very short commute of nearby employment centers, thus reinforcing and complementing the local economy on a sustainable basis. In addition, the farthest Project

COMMENTS

RESPONSES

- D-1
cont. site ingress/egress at the southern end of Neighborhood 5 is within approximately 2 miles driving distance of the Nordahl SPRINTER rail station (which links to the COASTER rail and BREEZE buses). Placing infill residential uses near transportation, employment, shopping and service centers would help minimize travel times and vehicle miles traveled (VMT) by comparison with developments in more distant areas, and would be consistent with the goals of the RCP, 2050 RTP/SCS, County General Plan Housing Element, and Senate Bill (SB) 375 regarding greenhouse gas reduction.
- The Project also proposes a trail network to encourage non-vehicular forms of mobility to reduce emissions and promote health. The Project traffic analysis addresses the potential for significant hazards to pedestrians, bicyclists or equestrians, per County significance guidelines.
- D-2 The comment indicates that the Project should consider pedestrian and bicycle facilities to help support multi-modal access to transit amenities such as Nordahl transit station. The Project would add a sidewalk on the north side of Country Club Drive and a decomposed granite (DG) pathway on the south side between the existing industrial park and Auto Parkway to facilitate pedestrian access to the transit centers, employment opportunities, and other activities. In addition, due the proximity of the site to the Nordahl and Escondido transit hubs, Project residents are likely to take advantage of the park-and-ride facilities at these locations to use the SPRINTER, COASTER and BREEZE transit services, thus reducing regional VMT. The Project also proposes a system of public and private trails and pathways for pedestrians, bicyclists, and equestrian users within the Project site, as described in Subsection 1.2.1.2 of the EIR.
- D-3 The comment indicates that in considering mitigation for regional transportation impacts, the Project should promote available TDM programs and services. The Project has been and will continue to be marketed to the public as being located in close proximity to employment, shopping and transit infrastructure, including the park-and-ride facilities at the Escondido Transit Center and the Nordahl SPRINTER station, thus attracting future residents who would be likely to use TDM programs and these transit hubs.

D-3
cont.

iCommuteSD.com, and the SANDAG TDM division can assist with the integration of these measures as part of this project.

Other Considerations

We appreciate the opportunity to comment on the Valiano Specific Plan and related documents.

We encourage, where appropriate, consideration of the following tools in evaluating this project based on these SANDAG publications (which can be found on our website at sandag.org/igr):

D-4a
D-4b
D-4c
D-4d
D-4e
D-4f
D-4g

1. Designing for Smart Growth, Creating Great Places in the San Diego Region
2. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
3. Trip Generation for Smart Growth
4. Parking Strategies for Smart Growth
5. Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
6. Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities
7. Riding to 2050, the San Diego Regional Bike Plan
8. SANDAG Regional Parking Management Toolbox

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or susan.baldwin@sandag.org. SANDAG staff is available to meet with City staff and/or the project applicant to discuss our comments in more detail.

Sincerely,



SUSAN BALDWIN
Senior Regional Planner

D-4a

The comment encourages the use of *Designing for Smart Growth, Creating Great Places in the San Diego Region and Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region* when evaluating the Project. The 10 major Smart Growth design elements discussed in *Designing for Smart Growth, Creating Great Places in the San Diego Region* were considered and incorporated into the Project design, where feasible, as discussed below. These elements are: Mixed Land Uses; Compact Development; Range of Housing Opportunities; Open Space and Farmland Preservation; Development in Existing Communities; Walkable and Bikeable Neighborhoods; Distinctive, Attractive Communities; Transportation Choices; Predictable Development Decisions; and Community and Stakeholder Collaboration

Mixed Land Uses

The Project places residential development in close proximity to stores, offices, employment centers, hospitals, and residences (i.e., the cities of Escondido and San Marcos, as well as the Harmony Grove Village commercial core).

Compact Development

The Project is designed in a compact manner, to allow over 60 percent of the Specific Plan Area to be preserved as open space and for recreation.

Range of Housing Opportunities

The Project includes a variety of housing types, densities and levels of affordability (e.g., conventional lots, as well as detached condominiums (courtyard homes), with average lot sizes ranging from 8,300 square feet (s.f.) to 17,200 s.f. to meet the needs of families, singles, and households of varying income levels and needs.

Open Space and Farmland Preservation

The Project includes approximately 31.2 acres protected within a biological open space easement, and a 35.4-acre agricultural easement.

Development in Existing Communities

D-4a
cont.

The Project provides the transition between the communities of Eden Valley and Harmony Grove (existing/under construction) and the cities of Escondido and San Marcos, reducing sprawl into undeveloped areas of the County, and conserving open space and agricultural land. The Project takes advantage of existing services and infrastructure, including transit, highway and employment infrastructure.

Walkable and Bikeable Neighborhoods

The Project neighborhoods are designed for pedestrians, bicyclists and equestrians, providing a network of well-connected streets, sidewalks and paths, which also connect to the multi-use paths on the adjacent Harmony Grove Village site.

Distinctive, Attractive Communities

The Project includes neighborhoods with distinctive characters that fit into the topographic and climatic contexts, and are compatible with the character of the nearby Harmony Grove Village development.

Transportation Choices

The Project provides a broad range of mobility options to allow all residents to enjoy comfortable, independent lifestyles. Bicycle and equestrian facilities and pedestrian-oriented streets are located throughout the community. The frequent, convenient public transit services provided at the Escondido and Nordahl transit hubs, with their park-and-ride facilities, are just a few miles away, and provide a desirable alternative to long-distance commuting by single-occupancy vehicles (SOVs). These features of the Project can lead to improvements in community health and energy conservation, as well as reductions in VMT and greenhouse gas emissions.

Predictable Development Decisions

The Project proponent and the County are working together to develop a project that is consistent with local jurisdictions' regulatory frameworks and development approaches, as well as the philosophy of the SANDAG RTP/SCS.

Community and Stakeholder Collaboration

The Project developers held over 20 community outreach meetings to involve residents of the surrounding area in the development process.

The Project also incorporates many of the relevant elements recommended in *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*, focusing on pedestrian-friendly street design, intersection design, sight distances, pedestrian crossings, sidewalks, and lighting. For instance, roadway intersections on the Project site are made pedestrian friendly by designing minimal crossing distances and ensuring visibility for both the pedestrian and the driver.

- D-4b The comment encourages the use of Trip Generation for Smart Growth when evaluating the Project. The Project Traffic Impact Analysis (TIA; Appendix H of the EIR) uses standard trip generation methodologies in accordance with County and SANDAG guidance as a conservative estimate. Nevertheless, as discussed in the publication Trip Generation for Smart Growth, the Project's multi-use trail system and proximity to transit hubs may result in lower trip generation than would be expected to occur for typical suburban developments. Most Project residents are still likely to drive on nearby roadways to access the Escondido and Nordahl transit stations, because the Project is more than 0.5 mile away from these stations. Therefore, it is expected that the results of the TIA for local roadways would be accurate. For more distant roadways and highways, where Project-related VMT may be reduced because Project residents choose public transit instead of driving, the TIA provides a conservative estimate of Project traffic impacts.
- D-4c The comment encourages the use of *Trip Generation for Smart Growth* when evaluating the Project. The Project Traffic Impact Analysis (TIA; Appendix H of the EIR) uses standard trip generation methodologies in accordance with County and SANDAG guidance as a conservative estimate. Nevertheless, as discussed in the publication Trip Generation for Smart Growth, the Project's multi-use trail system and proximity to transit hubs may result in lower trip generation than would be expected to occur for typical suburban developments. Most Project residents are still likely to drive on nearby roadways to access the Escondido and Nordahl transit stations, because the Project is more than 0.5 mile away from these stations. Therefore, it is expected that the results of the TIA for local roadways would be accurate. For more distant roadways and highways, where Project-related VMT may be reduced because Project residents choose public transit instead of driving, the TIA provides a conservative estimate of Project traffic impacts.
- D-4d The comment encourages the use of *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports* when evaluating the Project. This document has been reviewed, and it is concluded the Project traffic analysis provided results in a conservative estimate of the regional traffic impacts of the Project. The availability of pedestrian, bicycle, equestrian and transit facilities, and the proximity of employment, shopping and other activity centers in Escondido, San Marcos, and Harmony Grove Village would likely reduce the regional traffic impacts of the Project by comparison with typical suburban developments.

COMMENTS

RESPONSES

- D-4e The comment encourages the use of *Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities* when evaluating the Project. This is discussed in Response D-3.
- D-4f The comment encourages the use of *Riding to 2050, the San Diego Regional Bike Plan* when evaluating the Project. The plan was consulted in the development of the Project. The Project includes on-site multi-use paths that would serve as bike paths complementing those proposed in the regional bike plan and would connect to the multi-use paths on the adjacent Harmony Grove Village site, thus providing an extended network of dedicated bicycle facilities.
- D-4g The comment encourages the use of the *SANDAG Regional Parking Management Toolbox* when evaluating the Project. This document has been reviewed, and it is concluded the parking provided by the Project would be appropriate for the Project location; the availability of pedestrian, bicycle, equestrian and transit facilities; and the proximity of employment, shopping and other activity centers in Escondido, San Marcos, and Harmony Grove Village.



Barbara J. Redlitz, Director
Community Development Department
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4671 Fax: 760-839-4313

June 15, 2015

BY EMAIL AND U. S. MAIL

Beth Ehsan
Land Use/Environmental Planner
County of San Diego Planning & Development Services
5510 Overland Ave. Suite 310
San Diego, CA 92123

RE: Comments on the Valiano Specific Plan Project Draft Environmental Impact Report (Case Nos.: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002)

Dear Ms. Ehsan:

We appreciate the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Valiano Specific Plan project and are submitting the following comments. Because the City Council has not taken a position regarding the project we feel that close coordination between the City, County and the developer will be needed to insure that all impacts are properly analyzed and mitigated in a timely and effective manner.

This project is of interest to the City of Escondido because a significant amount of project traffic is directed north and east through City roadways that already operate at substandard levels of services. Given the number of significant and unmitigable traffic impacts, a full range of alternatives must be considered.

We request that the Mitigation Monitoring and Reporting program identify a clear methodology for determining fair share contributions, ensuring funds collected reflect current construction costs, and that they be effectively collected. The DEIR should consider an approach where fair share contributions are allocated to development of the most critical improvements rather than broadly allocating contributions in a manner that will not result in any improvements.

The following are more detailed staff comments on the DEIR:

- 1) This project is within the City of Escondido's General Plan and Sphere of Influence boundary. The site is designated Estate I and Rural II with slope

Sam Abed, Mayor Michael Morasco, Deputy Mayor Olga Diaz Ed Gallo John Masson

E-1 The comment is introductory and is not at variance with the environmental document.

E-2 The comment indicates that the MMRP identify a methodology for fair share contributions that ensures funds collected reflect current construction costs and that they be effectively collected. The Project TIA (Appendix H of the EIR) states that physical mitigation is recommended at each impacted location as opposed to a fair share contribution. Therefore, fair share contributions are not recommended to mitigate Project traffic impacts for locations in the City of Escondido and the identification of a fair share methodology is not necessary. Per negotiations with the City as outlined in their letter dated December 22 (Comments E--23 – E-27), it should be noted that the Applicant has agreed to pay a fair share contribution for improvements to Citracado Parkway, although the Project did not cause a significant impact to this roadway.

E-1

E-2

E-3

COMMENTS

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Beth Ehsan
Response to Valiano Project EIR
Page 2

dependent variable densities of 1 unit per 1, 2, 4, 20 acres, and 1 unit per 2, 4, 20 acres respectively. The project is a significant departure from what is identified in Escondido's General Plan with regard to density, intensity, urban form and other aspects. The DEIR fails to conduct a comparative 'plan-to-plan' analysis of the existing County General Plan and policies, existing City of Escondido General Plan and policies, and the proposed amendment. This analysis is important when considering all project impacts. Escondido's General Plan is online at: <http://www.escondido.org/general-plan.aspx>

2) The DEIR aesthetic analysis should include a mitigation measure requiring additional slope vegetation. The landscape concept plan appears to strategically locate trees in a manner that exposes a majority of development increasing the aesthetic impact related to buildings and glare, rather than providing effective screening. As viewed from Escondido, the project will appear to 'stair-step' up the slopes with minimal landscaping to visually screen the project. The project's aesthetic impact would be reduced by requiring additional landscaping that would diminish the visual impact of views from offsite.

3) Page 3.1.7-1 of the DEIR states that the San Marcos Fire Department's Station #3 at 404 Woodland Parkway "is approximately 1.5 miles from the Project site." Based on existing roads and access points, the actual driving distance is significantly further away and should be more accurately reflected in the DEIR.

4) While the Valiano project is within the San Marcos Fire Department's service area, first responders are likely to arrive from the Escondido Fire Department, given the jurisdictions' mutual aid agreement and proximity of the City's Fire Station #1 at 310 N. Quince Street, and Fire Station #6 at 1735 Del Dios Highway. The 20-foot wide emergency access off Hill Valley Drive is less than the minimum standard of 24 feet and poses a safety concern for emergency personnel. Staff recommends widening the subject emergency access to 24 feet.

5) Regarding the Off-site Sewer Options Alternatives, the City of Escondido does not necessarily concur with statements concluding that an agreement with the City of San Diego for purchase of sewer capacity in the Escondido wastewater system needs no input from the City of Escondido. Additionally, the physical connection to the Hale Avenue Resource Recovery Facility (HARRF) would require considerable cost, reconstruction of a lift station, and additional sewer lines that would become City of Escondido facilities.

E-3 A plan to plan analysis is not required with the City of Escondido's General Plan because the Valiano Project site is located within the County's jurisdiction and the governing planning document is the County General Plan.

E-4 The comment indicates that the Project should include additional mitigation (e.g., additional landscaping) due to aesthetic impacts from views from the City of Escondido. The closest point of the City of Escondido boundary to the homes stepping up the eastern-facing hillside is approximately 0.5-mile distant, with most City residences located farther away. Based on topography alone, approximately 90 homes in the City looking over Eden Valley could potentially have views to some portion of the Project. These include homes along the east-west trending streets rising in elevation, or along the more westerly sides of generally north-south streets. (Homes to the east of adjacent tract homes at generally the same elevation were not counted as their views would be blocked by the intervening structures and associated vegetation.) Streets reviewed include such roadways as Live Oak Road, Oak View Way, Chardonnay Way, Amethyst Way, Allenwood Lane, Chateau Place, and Silver Oak Place. Not all of the roughly 90 homes have open views toward the Project—some of them are not oriented toward the Project, or have vegetation blocking the view.

Other areas in City jurisdiction near Eden Valley include the commercial/ industrial businesses located between Progress Place and Hill Valley Drive. Those businesses have parking lots located between their structures and views to the south, along with landscaping on the slope between their edging walls and Hill Valley Drive. Another use would be the hospital and training circuit trail that extends along its perimeter. To the extent that hospital rooms may look toward the Project and patients may look toward that view, the Project would be visible, especially given the height of the medical facility and lack of screening of windows at higher stories. The hospital is a medical facility, however, with a focus on health. The actual effect on views toward the Project from the hospital, or potential glare toward the hospital from the Project, would be negligible. This is both because the purpose of the hospital does not give it any sort of protected status relative to views (i.e., the presence, or absence, of views do not comprise primary criteria in whether one enters

E-4
cont.

a hospital), and curtains or blinds are available in each room to close in case of potential glare. Relative to the circuit trail, as described in the Project EIR, the primary location with views toward the Project from that trail is the SDG&E transmission line right-of-way, where vegetation is kept low and the site can be seen along the right-of-way. At its closest point, the trail is approximately 0.5 mile east of the closest Project parcel (Neighborhood 3). The portions of the site which are most visible, the eastern-facing slopes along the western boundary of the Project, are approximately 0.9 mile or further in distance. The distance from the Project, combined with the screening vegetation and the likelihood of the trail user's attention being focused toward the training facility, in addition to the visual distraction provided by the much more visible hospital structure, plantings, and patios immediately to the east, and presence of transmission lines in the immediate view, result in awareness for Project development being rated low from this trail. The commercial buildings, hospital and trail are not further addressed in this response. The remainder of this response addresses views toward the Project from homes in the City.

The Proposed Project would largely consist of residential buildings that would not incorporate the use of highly reflective materials. The landscape plan is as dense as possible while still conforming to strict fire requirements relative to new developments and residential planting/proximity to structures.

As depicted in Figure 2.1-9b of the EIR, a number of the Project homes would also orient more northerly, or be otherwise angled on their lots, due to the roads that access the lots following more natural contours rather than just grading straight across the face of the hill. This simulation shows potential Project effects from a point just west of the City boundary. As demonstrated by the simulation, structural massing does not result in a notable visual impact from this area. Afternoon glare also would be generally low (with the sun moving southerly of these residences), to non-existent (as the sun drops west and behind the high ridgeline above the homes, which would be located on the eastern side of the slopes. As described in Subsection 2.1.2.8 of the EIR, consideration also was given to the potential for glare resulting from solar panels. As stated in the EIR:

These panels are typically constructed of primarily dark absorptive material that is designed to capture as much light energy as possible. Because they are designed to get as much sun exposure as possible, they are routinely placed on roofs, which would have visibility to viewers from off-site elevated viewpoints. Current technology results in these panels being less reflective than prior models. To be conservative, however, it is noted that sun may be reflected during some times of day when the panel is located at a particular view angle. If this should occur, there is

- E-4 cont. *a chance that glare may be experienced by a viewer. Because this may occur only for a short duration per day under worst-case conditions (i.e., reflection 365 days per year; assuming no diffusion related to cloud cover or atmospheric conditions), visual impacts related to glare from solar/photovoltaic panels would not be significant; since building materials incorporated into the Project design would not be highly reflective, overall impacts would be less than significant.*
- In addition to the above-noted Project design elements, many of the homes in Escondido also are variously shielded. Some are not at elevations that could be affected. As noted above, some are not oriented with primary view/windows toward the Project or have views to the east otherwise blocked by residential landscaping in the neighborhood, intervening homes or their own yards. Taking all of these elements into consideration, combined with the low level of reflective materials and the landscaping plan provided, additional landscaping to diminish visual impacts from these homes due to structures and related glare is not warranted.
- E-5 The comment requests a correction to the EIR. The distance from the Project site to the SMFD’s Station #3 at 404 Woodland Parkway has been corrected in the EIR.
- E-6 The comment indicates that the Project should widen Hill Valley Drive to 24 feet for emergency access. The Project would improve private roads to meet the County’s Private Road Standards, with an exception to allow a 20-foot width for approximately 185 feet of Hill Valley Drive versus 24 feet required in the County Consolidated Fire Code. Hill Valley Drive would be gated, unless the additional right-of-way (ROW) can be acquired in the future, as a secondary roadway for the Project and used and managed for ingress and egress during an emergency event. County Planning & Development Services (PDS) is able to support an exception on Hill Valley Drive as a gated emergency access for the Project because the Project conforms to all Fire Code access standards without the excepted access and only the Project’s emergency traffic would likely utilize the narrower section due to its location near the gate. Additional paving and easement beyond the aforementioned width would impact the existing buildings located on the private properties. Additionally, negotiations with the private property owners to obtain the additional easement to meet the 40-foot easement width have been unsuccessful. The SMFD has found the reduced improvement and easement width to be acceptable. Therefore, it was determined that the exception would not adversely affect the safety and flow of traffic in this area. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR.

COMMENTS

RESPONSES

E-7

The comment makes a correction to the EIR. The Escondido sewer option would require mutual consent and agreements with the City of San Diego, City of Escondido and the County in a scenario with the County acquiring sewer capacity via the City of San Diego. Under this scenario, similar to the Escondido service option addressed in Subchapter 4.5 of the EIR, the Project sewer flows would be conveyed through new and existing City of Escondido sewer pipelines to the City's sewer plant Hale Avenue Resource Recovery Facility (HARRF) through a transportation or conveyance agreement between the City of Escondido and the County. No new sewer pipeline connections are currently proposed at HARRF as existing Escondido pipelines would convey flows. This option for sewer would additionally provide much needed upgrades to existing facilities with the construction by the Project of a new City of Escondido replacement sewer pump station and force main, and provide critical needed wet weather storage for the City of Escondido's use to mitigate potential overflows in to Escondido Creek during storm events. The Project on-site sewer system would be owned and operated by the County and the new sewer pump station and force main would be part of the Escondido sewer system.

COMMENTS

RESPONSES

Beth Ehsan
Response to Valiano Project EIR
Page 3

E-8

6) The following project-related comments are provided by the Escondido Fire Department as recommended mitigation measures for minimizing safety concerns:

- a. Fire Lanes shall be marked and stenciled, "No Parking Fire Lane."
- b. Fuel modification zones adjacent to roadways shall be 30 ft.
- c. All new homes shall be fire sprinklered.
- d. Hydrants spacing and fire flow shall comply with San Diego County Fire Code.
- e. All-weather fire access roadways, fire hydrants, and an adequate water supply shall be installed prior to arrival of combustibles on job site.
- f. Provide secondary access at Hill Valley Drive for phases 3 & 4 prior to bringing combustibles on site.
- g. Driveways over 150 feet in length shall require a hammerhead turnaround.
- h. Roadway grades shall not exceed 20.0%. Roadway grades exceeding 15.0% shall be constructed with concrete (not asphalt). The angle of departure and angle of approach of a fire access roadway shall not exceed 7 degrees (12%) with a cross-slope of no more 5%.
- i. Provide automatic emergency access gates with opticom and Knox switch. Provide manual gates with Knox padlock and Knox box.

E-9

E-10

6) The City of Escondido Engineering Division staff provided comments to the DEIR preliminary traffic study in an email on January 22, 2015 (copy attached). Engineering staff comments expressed concerns regarding the inaccurate assumption of the existing roadway capacity and levels of service determination for Auto Park Way and Country Club Drive, and lack of evaluation of Kauana Loa Drive and Harmony Grove Road. In addition, staff raised the concern that the study did not evaluate the project impact on Citracado Parkway with the proper redistribution of traffic after Citracado Parkway is completed as a connector between HWY 78 and I-15.

E-11

The revised traffic study did not address the City's comments and as a result the traffic distribution that is a basis for the determination of impacts is flawed. Impacts to Auto Park Way are expected to change based on a more appropriate trip distribution. The City would appreciate the opportunity to work the project applicant and County staff to develop a traffic study that more accurately reflects the existing conditions, anticipated project traffic impacts and appropriate mitigation.

E-8

The comment indicates that a number of measures should be included to minimize safety concerns. Specific responses to each letter are below.

- a. Section 4.2.2 of the FPP (Appendix L of the EIR) has been revised to include stenciling on fire lanes.
- b. The FPP includes 30 feet on either side of a roadway for an FMZ in Section 4.5.2.5.
- c. The FPP states that all buildings would be fully protected with automatic fire sprinkler systems in Section 4.3.1.
- d. Hydrant spacing and fire flows would meet local fire requirements as required by the San Marcos Fire Department. Section 4.3.3 of the FPP has been revised to address this comment.
- e. The FPP includes installation of all-weather fire access roadways (Section 4.2.6), fire hydrants (Section 4.3.2), and water supply (Section 4.3) prior to arrival of combustibles on the job site.
- f. The FPP addressed providing access prior to delivery of combustible materials for each phase in Section 4.2.7.
- g. The FPP includes emergency vehicle turnarounds on fire lanes exceeding 150 feet in length in Section 4.2.4.
- h. Section 4.2.8 of the FPP has been revised to include a comment regarding the angle of departure and angle of approach of a fire access roadway.
- i. Section 4.2.7 of the FPP has been revised to include the following additional sentence: Manual gates shall be provided with Knox padlock and Knox box.

E-9

Comment E-9 refers to Comments E-18 through E-23. See Responses E-18 through E-23.

E-10

Comment E-10 refers to Comments E-18 through E-23. See Responses E-18 through E-23.

E-11

Comment E-11 refers to the analysis trip distribution. See Responses E-18 through E-23. There has been close coordination between the City, County, and the developer and it was determined that the trip distribution is appropriate.

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RESPONSES

Beth Ehsan
Response to Valiano Project EIR
Page 4

- E-12 7) The DEIR mitigation measure proposes removal of parking on Country Club Drive in order to provide the local collector capacity for the roadway. It is inappropriate to assume a local collector capacity for this roadway simply by removing parking given the current road conditions. The City recommends a traffic mitigation measure to require full improvement of Country Club Drive to Local Collector standards in order to utilize Local Collector traffic volume capacities.
- E-13 8) The EIR inappropriately proposes overriding findings for the Mission Road / Auto Park Way intersection. The City recommends that intersection improvements be evaluated and that the project pay a fair share contribution in an amount agreed to by the City.
- E-14 9) Lack of improvements on Kauana Loa Drive and Harmony Grove Road will be subject to project traffic impacts. The City recommends that these streets be improved as a mitigation measure.
- E-15 10) As an active CIP project and a Regional Arterial Roadway, the analysis should include Citracado Parkway as a major future project access. Traffic impacts should be evaluated both with and without this roadway's extension. The City looks forward to working with the County and developer to develop the appropriate mitigation which could include a fair share contribution toward this improvement project.
- E-16 11) Proposed mitigation measures should be evaluated to determine they fully mitigate the project's impacts.
- E-17 We extend an invitation to County staff to resolve City concerns regarding the project and to develop implementable measures in the City of Escondido which properly mitigate project impacts. Please contact me at (760) 839-4546 or email at bredlitz@ci.escondido.ca.us if you would like to schedule a meeting. We look forward to addressing our concerns and appreciate your consideration.

Sincerely,



Barbara J. Redlitz, AICP
Director of Community Development

cc: Julie Procopio, Assistant Director of Public Works
Michael Lowry, Fire Chief

- E-12 The comment makes a correction to the EIR regarding parking on Country Club Drive and requests added mitigation to improve Country Club Drive to Local Collector standards. The County and the Applicant met with the City of Escondido and based on the agreement reached between the City and the Applicant outlined in the letter dated December 22, 2015 (refer to Comments E-24 through E-27), the following improvements of Country Club Drive between the existing industrial park east to Auto Park Way have been added to the Project. The Project would improve the intersection at Auto Park Way and Country Club Drive traveling west of the intersection with connected sidewalks, an additional left turn pocket on Country Club Drive, adding a right turn pocket (through restriping) on Auto Park Way traveling west onto Country Club Drive, and widening Country Club Drive to provide a paved width of 36 feet consisting of two travel lanes and a 10-foot striped center turn lane starting 220 feet southwest of Auto Park Way for a length of approximately 830 feet. The Project would provide improvements along Kauana Loa Drive consisting of adding up to 2 feet of pavement to areas of Kauana Loa Drive that are designated as of concern to the City of Escondido and installation of traffic calming measures such as speed and curve signage, striping, "Bott's Dots" along the centerline, and radar speed signs in both directions approaching the angled curve along this segment (such improvements would not require relocation of any existing facilities or acquisition of additional right of way).
- E-13 The comment claims that the City's overriding findings for improvements to Mission Road/Auto Park Way should be evaluated for a fair share. The City of Escondido's General Plan Update concluded that the impact to the Mission Road/Auto Park Way intersection was significant and unmitigable and utilized overriding findings due to the lack of available mitigation. Therefore, it is accurate for the Project's EIR to reach the same conclusion. In addition, the City of Escondido does not have a program listing the Mission Road/Auto Park Way intersection as a location where improvements are required; and therefore a fair share contribution cannot be made.

The CEQA Findings from the City of Escondido General Plan Update, 2012 that reference the subject intersection are included in Appendix K of the TIA
- E-14 The County appreciates this comment. However, the Kauana Loa Drive/Harmony Grove Road intersection and Kauana Loa Drive were analyzed as part of the Project's traffic analysis and impacts were calculated to be

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- E-14 cont. less than significant. Due to the low amount of Project traffic forecasted to travel on Harmony Grove Road, impacts were determined to be less than significant and the roadway was not analyzed in detail. Therefore, this Project should not be required to include mitigation measures. It should be noted that Applicant has agreed to install Project Design Features along Kauana Loa Drive per the letter dated December 22, 2015 (Comments E-24 through 27) even though no impacts have been identified. This Project Design Feature has been added to the EIR in Subsection 1.2.1.2.
- E-15 The comment indicates that Citracado Parkway should be evaluated as a future Project access road. The Project TIA assumes that Citracado Parkway is not constructed in the near-term baseline condition since it was not fully funded. The TIA also includes a long-term 2035 analysis where the Citracado Parkway extension is fully included (among other area roadway improvements). The analysis without and with the connection can be seen in Section 9.0 (near-term) and Section 10.0 (Year 2035) in the TIA. In Section 10.0, when comparing the “Year 2035 with General Plan Land Use” scenario to the “Year 2035 with the Proposed Project” scenario, no traffic impacts would occur even though traffic impacts occurred under the near term scenarios. This is mostly due to the area roadway buildout assumed in the Year 2035 analysis.
- E-16 Consistent with the City’s comment, Table 13-1 of the TIA states the post mitigation level of service of each intersection and street segment and also concludes whether the improvement mitigates the impact to less than significant. In addition, the number of units which can be built before the impact would occur is provided.
- E-17 The comment is conclusion statement and is not at variance with the environmental document. The County PDS and the Applicant have met with the City to discuss some of the items discussed in your comment letter.

COMMENTS

RESPONSES

From: Homi Namdari [mailto:Hnamdari@ci.escondido.ca.us]
Sent: Thursday, January 22, 2015 11:26 AM
To: Ortiz, Francisco "Nick"
Cc: Ehsan, Beth; Abraham Bandegan; Jay Petrek; Julie Procopio; Owen Tunnell
Subject: FW: Valliano Comments

Nick,
Below is the list of our comments:

- 1. The capacity used for Auto Park Way in the analysis is the average of a 6 lane and 4 lane Major which is not a correct assumption. Considering the very high volume of traffic using this segment based on the trip distribution, there is a very high possibility of congestion on Auto Park Way between Country Club Dr and Mission Rd. When a segment has different cross sections, it is recommended that the lower capacity be used in traffic analysis.
- 2. Although a significant impact has been detected on Country Club Drive from Auto Park Way to Hill Valley Dr, no improvement has been proposed for this segment and the only improvement suggested is for the intersection of Country Club Dr and Auto Park Way and removal of parking along the Country Club Dr corridor. Connectivity of improvements on the City side of Country Club with roadway widening and sidewalk shall be proposed as a mitigation measure to enhance the capacity of Country Club Dr. to accommodate for the existing and additional traffic from the project. The length of the left-turn pocket should be adequate to accommodate the left-turn volume and roadway should be improved to its local collector specification to reach the assumed capacity of 15000 ADT. The feasibility of split phasing at the intersection of Auto Park Way and the impact of this new phasing on LOS should be checked. A Continuous sidewalk and pedestrian path of travel along Country Club Dr should also be provided.
- 3. A long stretch of Kauana Loa Dr is in City of Escondido. Kauana Loa Dr is an unimproved road with no drainage, no sidewalks and a very sharp and sub-standard curve. The study assumes a capacity of 8000 veh/day for the road and assumes a 771 veh/day increase in ADT for this segment in existing+project condition. By completion of Citracado Pkwy, Kauana Loa Dr will have a major role in access to/from project using Citracado Pkwy. The assumed 771 veh/day extra trips on this segment will increase after the addition of the Citracado Pkwy extension to the network. Currently the speed of traffic on this stretch is higher than the design speed of the roadway. Roadway improvements, capacity enhancement measures and extra signage and striping together with measures of traffic calming to increase safety and mobility in this corridor should be mitigation measures. (See attached City/County boundary)

- E-18 The County appreciates this comment. However, using four lanes as the capacity would result in an analysis that is too conservative and does not accurately portray traffic conditions, based on the cross-section of Auto Park Way between Mission Road and Country Club Drive with multiple turn lanes in a short distance. In terms of Auto Park Way between Mission Road and Country Club Drive, Auto Park Way approaching Mission Road contains nine lanes, six northbound lanes and three southbound lanes. This road narrows to five lanes and then four lanes for about 300 feet. Additional turn lanes are then provided approaching Country Club Drive. Based on these various cross sections, a five-lane capacity is most accurate and was therefore assumed in the analysis.
- E-19 The comment recommends connectivity of improvements on the City of Escondido side of Country Club Drive as mitigation for traffic impacts. This issue is discussed in Response E-12. This comment was first made prior to public review of the DEIR and after consideration of the comment, the DEIR was changed to include the requested sidewalk and road widening. Since that request, the City of Escondido met with the County and the developer in the field and it was determined that widening would include a center lane in this road section to further reduce Project direct and cumulative impacts. Specifically, the Project would install a 5-foot wide sidewalk for approximately 830 feet on the west side of the street At the north end of Country Club Drive south of Auto Parkway. This would connect two currently disconnected sections of sidewalk; one extending approximately 220 feet southerly of Auto Parkway, and one extending approximately 1,380 feet north of the intersection of Country Club Drive and Hill Valley Drive. A 6-inch curb and gutter would be located between the sidewalk and street pavement. Four above-ground power poles are located within this area and one would require relocation west of the sidewalk and the other three would be protected in place. On the east side of Country Club Drive, paralleling the new sidewalk segment on the other side of the road and wherever existing driveways would not interrupt the improvements, a 6-inch (street-side) asphalt berm would be backed by a 5-foot wide decomposed granite pathway. The

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E-19 cont. significant unmitigable traffic impacts (1A and 1B) identified in the DEIR are no longer considered unmitigable because the City and Applicant have reached an agreement on the proposed mitigation as outlined in the letter dated December 22 from the City (see Comments and Responses E-24 through E-27). Therefore, CEQA does not require recirculation of the EIR.

E-20 The comment indicates that the feasibility of split phasing should be verified. Table 13.1 of the TIA (Appendix H of the EIR) shows that the Country Club Drive/Auto Park Way intersection would be mitigated and operate at Level of Service (LOS) C with the implementation of the split phasing in the east/west direction. The implementation of split phasing has been reviewed and found to be viable. In addition, a sidewalk would be provided along the north/west side of Country Club Drive with a continuous center turn lane.

E-21 The comment indicates that traffic calming measures on Kauana Loa Drive should be included as mitigation due to Project traffic increases, the unimproved nature of Kauana Loa Drive, an assumption of 8,000 ADT, and the statement that it will be further impacted by completion of Citracado Parkway. Kauana Loa Drive carries 1,480 average daily trips (ADT) under existing conditions and 2,250 ADT with the Project. Mitigation measures to Kauana Loa Drive are not warranted based on these low volumes, even if a lower roadway capacity was utilized in the analysis. Completion of the Citracado Parkway extension was included in the Year 2035 analysis of Kauana Loa Drive, as shown in Table 10-3 of the TIA. There would be no change to the traffic analysis required; impacts to Kauana Loa Drive would be less than significant and no mitigation would be warranted.

While a mitigation measure is not warranted, the Project includes a Project Design Feature to improve Kauana Loa Drive from approximately 1,500 feet east of Country Club Drive to Harmony Grove Road. Improvements include traffic calming measures such as speed and curve signage, striping, “Bott’s Dots” along the centerline, and radar speed signs in both directions approaching the angled curve along this segment. Figure 1-15c of the EIR provides a conceptual drawing of the proposed traffic calming features.

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E-22
E-23

- 4. Project distribution in 2035 does not send/receive any trips to/from the extension of Citracado Pkwy. Project distribution should change after addition of Citracado Pkwy to the network. Currently, close to 80% of the trips generated are sent/received to/from North and SR78 which will change with the addition of Citracado extension.
- 5. Intersection of Koana Loa and harmony Grove road needs attention and should be a part of overall traffic calming plan for the Koana Loa Dr.

We appreciate your consideration of our comments. If you have any questions, please do not hesitate to contact me or Abe Bandegan, Associate Traffic Engineer.

Regards,

Homi Namdari
Assistant City Engineer
hnamdari@escondido.org
(760) 839-4085

- E-22 The statement that Project distribution does not utilize Citracado Parkway in 2035 is inaccurate. A manual Project distribution was not prepared for the Year 2035 time frame. Rather, a traffic model was utilized which includes the extension of Citracado Parkway. Therefore, the model assumes Project trips would utilize Citracado Parkway once the extension is completed.
- E-23 The comment indicates that the Kauana Loa Drive/Harmony Grove Road intersection should be a part of overall traffic calming on Kauana Loa Drive. The Kauana Loa Drive/Harmony Grove Road intersection was analyzed as part of the Project's traffic analysis; however, impacts were determined to be less than significant and inclusion in an overall traffic calming plan would not be necessary.



Jay Petrek, AICP
Director of Community Development
Planning Division
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4671 Fax: 760-839-4313

December 22, 2015

David Sibbet, Planning Manager
County of San Diego
Planning and Development Services
5510 Overland Avenue, Suite 301
San Diego, CA 92123

Re: Valiano Specific Plan Memorandum of Understanding

Dear Mr. Sibbet:

The City of Escondido provided an Environmental Impact Report (EIR) comment letter to the County of San Diego regarding the proposed Valiano Specific Plan on June 15, 2015. As you are aware, the project is located in the western quadrant of Escondido's General Plan and Sphere of Influence areas, and will generate impacts associated with the 326 single family residential units proposed. The June 15th letter outlined various issues regarding the project. City of Escondido and Integral Communities' representatives have been working to resolve issues pertaining to the Specific Plan. The purpose of this letter is to outline the resolutions developed, and to state that there are no outstanding issues from the City of Escondido.

In an effort to address particular impacts, City staff and the developer have entered into a Sewer Facilities Memorandum of Understanding (MOU) and Traffic Mitigation Funding Agreement (TMFA) that was authorized by the Escondido City Council on December 9, 2015. Implementation of the features in the MOU and TFMA will satisfactorily address all remaining issues the City of Escondido has regarding the Valiano Specific Plan.

Sewer Facilities MOU:
The City of Escondido will provide wastewater treatment for the Valiano Specific Plan, as identified in one of the EIR's project alternatives. The MOU requires the developer to reconstruct an existing sewer pump station, install new gravity and force mains, and provide a 5.5 million gallon wet weather storage facility befitting the community. In addition, the developer would pay city sewer connection fees and would be credited a portion of the developer's costs incurred in the construction of the sewer facilities improvements. The developer would also reimburse the City for its review of plans and inspection of the various sewer projects. The MOU would only become effective if the County approves the development project and if the City and County are able to enter into a sewer service agreement.

Sam Abed, Mayor Michael Morasco, Deputy Mayor Olga Diaz Ed Gallo John Masson

E-24 This comment introduces the following comments (E-25 through E-27) that supersede previous comments from the City of Escondido. The letter dated December 22, 2015 summarizes the agreements made between the City of Escondido and the Applicant approved by City Council on December 9, 2015.

E-25 If the referenced alternative is implemented (the "Connection to the City of Escondido Hale Avenue Resource Recovery Facility [HARRF]" alternative discussed in Subchapter 4.5 of the EIR), the Sewer Facilities Memorandum of Understanding (MOU) will be implemented.

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David Sibbet, County of San Diego
Valiano Specific Plan Memorandum of Understanding
Page 2

Traffic (TMFA):

The TMFA identifies the developer's obligations to address project-related traffic impacts identified in the EIR. Mitigation measures identified in the TMFA include improvements to various streets and intersections involving portions of Country Club Drive, Auto Park Way, Hill Valley Drive, Kauana Loa Drive and Harmony Grove Road. The developer will also provide a one-time fair share contribution of \$250,000 for eventual completion of Citracado Parkway. The TMFA stipulates that the Citracado Parkway contribution and other street improvements be completed before issuance of the first certificate of occupancy.

As previously stated, implementation of the features in the MOU and TMFA will satisfactorily address all remaining issues the City of Escondido has regarding the Valiano Specific Plan, including the Environmental Impact Report (EIR), and no issues remain outstanding. If you have questions regarding this matter please contact me at (760) 839-4556 or email me at jpetrek@escondido.org.

Sincerely,

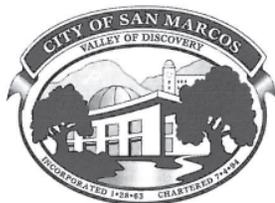


Jay Petrek, AICP
Director of Community Development

cc: Graham Mitchel, City Manager
Ed Domingue, Director of Public Works
Chris McKinney, Director of Utilities
Julie Procopio, Assistant Director of Public Works
Angela Morrow, Deputy Director of Utilities
Paul Tryon, Integral Communities

E-26 The improvements identified in the Traffic Mitigation Funding Agreement (TMFA) would be implemented by the Proposed Project. See Responses E-12, E-19, and E-21 to previous City of Escondido comments regarding these improvements.

E-27 The comment is not at variance with the environmental document as it confirms that with implementation of the features discussed in the letter, the City of Escondido would have no issues remaining with the EIR.



1 Civic Center Drive
San Marcos, CA 92069-2918

Telephone
760.744.1050
FAX: 760.591.4135

June 15, 2015

Ms. Beth Ehsan
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, California 92123

Re: Comments Regarding Draft Environmental Impact Report (PDS2013-ER-08-002);
PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-STP-13-003, PDS2013-TM-
5575, PDS2013-REZ-13-001, & PDS2014-MUP-14-019;
326-Unit Residential Subdivision;
West of Country Club Drive; APNs: 228-313-13, 232-013-01, 232-013-02, 232-013-03,
232-020-55, 232-492-01, 232-500-18, 232-500-19, 232-500-20, 232-500-21, 232-500-22,
232-500-23, & 235-031-41.

Ms. Ehsan,

Thank you for giving the City of San Marcos an opportunity to comment on the Draft Environmental Impact Report (EIR) for a 326-Unit residential subdivision. The following comments are based upon the Draft EIR posted on the County website at http://www.sandiegocounty.gov/pds/ceqa_public_review.html. The subject property is located on the eastern City limit boundary.

I. Comments by City Planning Division:

- a. The amount of landform modification for the proposed hillside lots on the western portion of the subdivision should be reduced. Lot layout should conform with the natural terrain. The height of graded slopes is excessive. Slopes should typically be graded at a 2:1 ratio, and undulated to provide a natural appearance. All slopes should be landscaped with a mixture of trees, shrubs, and ground cover prior to occupancy of the first building.
- b. Properties directly to the west (in the City) are designated as very-low residential (0.125 to 1 du/ac). The proposed hillside lots on the western portion of the subdivision are much smaller in size, and do not provide an adequate transition in lot size from very-low density to the west to higher density to the east.

F-1 The comment is introductory and is not at variance with the environmental document.

F-2 The comment indicates that: (1) the amount of landform alteration in the western portion on the Project should be reduced, (2) lot layout should conform to natural terrain, (3) slopes should be graded and 2:1 and undulated, and (4) slopes should be landscaped.
Consistent with this comment, Project manufactured slopes would not exceed a 2:1 ratio. Lot layout generally conforms to the underlying natural terrain. As depicted on EIR Figures 2.1-9 and 2.1-11, the Project pads would follow the rising topography, and would not result in a single flat development pad. As a result, the underlying topography would be respected. Figure 1-4b illustrates how much of the site would be left ungraded and how tightly the grading conforms to the minimum necessary to support the residential structures. Also as seen, the Project

F-1

F-2

F-3

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F-2
cont. streets along which residences would be located curve naturally to follow existing hillside shapes, thereby resulting in undulating slopes. Landscaping is additionally addressed in the last paragraph of this response, following additional information on landform alteration.

Most of the houses would be sited within the valley, while steeper slopes and hills within and surrounding the site would remain undeveloped. As described in EIR Subchapter 2.1, there are approximately 35.6 acres of slopes on the property which meet the definition of steep slopes under the County's RPO (i.e., slopes with a natural gradient of 25 percent or greater and a minimum rise of 50 feet). This represents approximately 15 percent of the Proposed Project site. As described in Subsection 2.1.2.2, the Project would impact only approximately 1.1 acres of RPO steep slopes. This would occur in a total of 16 lots/areas with steep slope encroachment, with an average encroachment of approximately 5.4 percent. All lot grading would conform to the RPO.

Landscaping in each area would include a mixture of trees, shrubs and groundcovers appropriate to the location on site and the abutting vegetation, as shown on Figure 1-25 of the EIR. This landscaping would be installed following grading and prior to residential occupation. This landscaping would be maintained by the Valiano Homeowners' Association (HOA), and would not be subject to individual lot management. This would be a Condition of Project approval. To the extent that any newly broken rock would be visible from City residences (or other County and City of Escondido residences to the east), please note that Mitigation Measure M-AE-1, which would be a Condition of the Project, requires "exposed newly cut rocks shall be stained to soften and screen the appearance of the manufactured slopes."

F-3 The comment indicates that the Project lots are smaller than the lots in San Marcos and that there is not an adequate transition. The change in elevation between the County lots and the lots in San Marcos, together with the landscaped nature of the slopes between them provides an adequate transition.

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2. Comments by City Engineering Division:

- a. Figure 6-8 of the Specific Plan depicts offsite Vallecitos Water District improvement options through the Casitas Del Sol Mobile Home Park in the City of San Marcos. A condition should be placed on this project to require any improvements required within the City of San Marcos' jurisdiction shall be reviewed and approved by the City of San Marcos.
- b. In regards to the Traffic Impact Analysis prepared by Linscott, Law and Greenspan (dated April 10, 2015), the applicant should verify if a horizon year intersection analysis was performed. In addition, the applicant's cumulative project list should be revised to include the Rancho Coronado (Hanson) and DMV projects.

3. Comments by San Marcos Fire Protection District:

- a. Fuel Management Plan is required. A 150' fuel modification is required from all sides of all structures. The plan to be approved by this office. The plan must be implemented before final approval of project.
- b. The applicant shall provide an addendum to San Marcos Fire Department 'Community Wildfire Protection Plan'. This addendum shall evaluate the WUI fire risk of the Valiano Development (what risk is when development is complete) and categorize area of this development into type of hazard (extreme risk, very high, high, etc.) The Applicant shall utilize the consultant previously used by San Marcos Fire Dept. to provide this info: Anchor Point LLC Consultants. The report shall be forwarded to San Marcos Fire Protection District-Fire Marshal upon completion.
- c. Provide a Resource Management Plan for wetland area as previously required.
- d. All access roads shall provide a minimum of 24 foot paved and usable road width. No parking will be allowed on roads 24 feet wide. Roads shall be designed to support the imposed loads of fire apparatus, approximately 75,000lbs.
- e. Hill Valley Rd. shall be improved to provide separate means of emergency access for fire department. A minimum 24 foot wide paved road, meeting design criteria will be required.
- f. Each dwelling shall be equipped with a residential fire sprinkler system that complies with 2013 edition of NFPA-13D. Plans shall be submitted to Parsley Consulting; fire sprinkler plan review consultant for San Marcos Fire Protection District.

- F-4 The comment recommends that off-site improvements in the City of San Marcos' jurisdiction shall be reviewed and approved by the City of San Marcos. Any off-site improvements within the City of San Marcos will be submitted to the City for review and approval.
- F-5 In response to the commenter's question, the Project's TIA (Appendix H of the EIR) did include a horizon year analysis. Please see Section 10.0 of the TIA for more information.
- F-6 In response to the commenter's request, the Rancho Coronado project was included as cumulative project #28 in the Project TIA. The DMV project located on Rancheros Road would not add a large amount of traffic to the Project cumulative traffic study area because it is located approximately 6 miles from the Project site and would add fewer than 10 peak hour trips to any study area intersection. Also, the DMV project has access to SR 78 at Rancho Santa Fe Road and therefore would not use the Project study area intersections. In addition, 31 other projects within the City of San Marcos were included in the near term cumulative analysis, many of which are speculative and/or would be built out over many years. For these reasons, adding the DMV project as a cumulative project does not change the conclusions in the EIR
- F-7 A Wildfire Protection Plan is not required per Comment F-27 and a valid Fire Protection Plan has been prepared for the Project and has been approved by the SMFD .
- F-8 As noted in Response F-27, an addendum to the Community Wildfire Protection Plan is no longer required.
- F-9 Contrary to the comment, the letter from SMFD Fire Marshal dated June 16, 2015 states a separate Resource Management Plan is not required for the Proposed Project. The FPP (Appendix L of the EIR) that has been approved by the district would govern the vegetation management adjacent to wetland areas through the Valiano HOA.
- F-10 The comment indicates that all access roads shall be a minimum 24-foot wide, that no parking shall be allowed on the 24-foot-wide roads, and that they shall support fire apparatus loads. All access roads would meet these conditions except for a portion of Hill Valley Drive that would be 20 feet wide. As described in Response E-6, the SMFD has found this width to be acceptable. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement

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| F-10
cont. | becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR. |
| F-11 | As noted in your letter, Comment F-25 supersedes this comment. See Response E-6. |
| F-12 | The FPP includes fire sprinkler systems, consistent with the commenter's requests, in Section 4.3.1. |

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- F-13 g. Install bronze residential fire hydrant(s) at location(s) required by fire department. The minimum fire flow required is 1,500gpm for two hours. See other notes below:
 - (1) Installation of all fire hydrants for this project shall be per local Water District and Fire Dept. specifications, whichever is applicable. Hydrant Type shall be Jones or Clow with one, 4-inch connection and one, 2-1/2 inch connection.
 - (2) Fire Hydrant blue dot markers shall be installed to indicate location of all fire hydrants served by this project.
 - (3) Project Engineer shall set-up appointment with Fire Marshal to discuss fire hydrant locations. Hydrants shall be shown on a map.
- F-14 h. Use of Building Materials shall comply with Enhanced Construction design using San Diego County Building Code.
- F-15 i. Any automatic gates are required to have a Knox rapid entry system and emergency vehicle strobe detector.
- F-16 j. Provide monument signs in key locations as determined by San Marcos Fire Department
- F-17 k. Prior to delivery of combustible building construction materials to the project site all of the following conditions shall be completed to the satisfaction of the Fire Department:
 - (1) All wet utilities shall be installed and approved by the appropriate inspecting department or agency.
 - (2) As a minimum the first lift of asphalt paving shall be in place, prior to delivery of combustible materials on site; to provide a permanent all weather surfaces for emergency vehicles.
 - (3) All fire hydrants shall be installed, in service and accepted by the Fire Department and applicable water district.
- F-18 l. All new developments and any existing development where construction necessitates updating of emergency response maps by virtue of new structures, hydrants, roadways or similar features, shall be required to provide map updates in one of the following formats (AutoCad, DWG, DXF, ESRI shapefile, ESRI) and shall be charged a reasonable fee for updating all response maps.

- F-13 Regarding g.(1), the FPP includes fire hydrant specifications in Sections 4.3.3 and 4.3.4. Regarding g.(2), the FPP includes blue dot markers in Section 4.3.10. Regarding g.(3), fire hydrant locations are shown on the Tentative Map, and the Project team has met with the Fire Marshall on several occasions. Fire hydrant locations would be further refined during final design of the Project, when the Fire Marshall would have an opportunity to review the Project improvement plans. This information is consistent with the EIR.
- F-14 In response to this comment, the FPP has been revised to add “enhanced” to Section 4.6.
- F-15 The FPP includes Knox rapid entry systems and strobe detectors in Section 4.2.8.
- F-16 The FPP has been revised to address monument signs and the revised sentence in Section 4.11.9 reads: “Directory signs shall meet all San Marcos Fire Department Guidelines and an illuminated directory shall be placed at each of the three entry points to the development.”
- F-17 Regarding k.(1), the FPP includes the installation and approval of wet utilities in Section 4.3. Regarding k.(2), the FPP addressed the first layment of asphalt prior to delivery of combustible materials in Section 4.2.7. Regarding k.(3), the FPP addressed fire hydrant installation in Section 4.3.9. This information is consistent with the EIR.
- F-18 The comment indicates that developments with construction that necessitates updating of emergency response maps shall provide map updates to the City. AutoCAD DWG files of the Project design would be provided to the City during final design of the Project and the appropriate fee would be paid at that time. No changes to the EIR resulted from the comment.

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- F-19 m. Signs reading “NO PARKING FIRE LANE” are required for public and private streets that are 24 feet or less in width. The number of, placement and wording for all fire lane signs and/or red curbs shall be as required by *CA. Vehicle Code, section 22500.1, 22658(a)* and San Marcos Fire Protection District –(fire dept. shall approve sign locations).
- F-20 n. All parcels within the project area must be annexed into Cities Community Facilities District (CFD) before any building plans will be approved.
- F-21 o. Update the Valiano Specific Plan to include the following information:
 - (1) All tree Canopies shall be spaced so crowns of all mature trees maintain a 30 foot horizontal separation. This applies to both fire resistant and non-fire resistant trees.
 - (2) Trees and vegetation shall be maintained so branches and limbs provide a minimum vertical clearance of 13 feet 6 inches above ground at all times.
 - (3) No pine trees or similar flammable vegetation shall be planted within the project boundaries.
- F-22 p. Requirements for Homes with Reduced Defensible Space. The following construction mitigation requirements shall be met for each dwelling within the Valiano Development that provides more than the 100 foot defensible space, but less than the 150 foot defensible space required by San Marcos Fire Protection. These requirements exceed chapter 7a of 2013 CBC and the Enhanced Construction requirements of San Diego County Fire Authority. All construction and landscape requirements listed below shall be met for specific dwellings.
 - (1) All dwelling with less than 150 feet defensible space shall be called out on a separate plan sheet in plan submittal. The plan sheet for these dwelling units shall list the following requirements shown below in items 2 thru 13.
 - (2) Exterior Walls of dwellings shall be two-hour fire rated. Provide a detail sheet on plan that identifies two-hour rated exterior walls as approved by I.C.C. Evaluation Services.
 - (3) All roofs shall be Class ‘A’ material. Roof or floor coverings for patio covers or balconies shall also be Class A’ rated or non-combustible material.
 - (4) All eaves, overhangs or projections shall be non-combustible material. No exposed wood allowed.
 - (5) All Windows shall be dual pane, with both window panes being tempered glass. This also applies to any skylights being installed.

F-19 The FPP addressed this in Section 4.2.3.

F-20 The comment indicates that the Project must be annexed into the San Marco Fire Protection District Community Facilities District (CFD). The Project is annexing to and paying for the fire related CFD and joining the facility district does not require LAFCO approval; therefore, no change to the EIR is required. Note that LAFCO annexation to the SMFD would be required for one of the Project lots (see Response B-3).

F-21 The comment recommends the Valiano Specific Plan include specific information regarding types of plant material, spacing of canopies, and minimum vertical clearance for fire safety. Section 5.4, *Fire Protection*, of the Valiano Specific Plan refers users to the FPP and states: “The Valiano Fire Protection Plan (FPP) identifies requirements for fire protection for future development within the Plan area. Those requirements are incorporated by reference into the Valiano Specific Plan.” The Valiano FPP was approved by the County and the San Marcos Fire Protection District. Incorporation of the approved FPP by reference into section 5.4 of the Valiano Specific Plan demonstrates the Specific Plan is consistent with FPP.

F-22 The comment recommends construction mitigation requirements for dwellings that provide more than 100 feet of defensible space but less than 150 feet. Regarding (1), the Fuel Treatment Location Map in the FPP illustrates structures with less than 150 feet of defensible space. Regarding (2) through (7), the FPP addresses these comments in Section 4.6. Regarding (8) through (13), the FPP addresses these comments in Section 4.7.

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- (6) All vents shall be Ember-Resistant type with Baffles; Brandguard, O'Hagan or equivalent. No vents shall be on side of dwelling facing vegetation.
- (7) Any accessory attachments or structures such as patio covers, decks, partially enclosed exterior patios; sheds play structures, etc; shall be non-combustible or heavy timber and comply with OSFM requirements for fire resistive materials.
- (8) Exterior fire sprinklers will be required for any projection from dwelling that exceeds four feet in width and/or length.
- (9) All spaces of dwelling shall be sprinklered throughout; including attic and concealed spaces, closets or other areas.
- (10) Exterior fences attached to dwellings shall be non-combustible material.
- (11) No fire pits will be allowed. Enclosed exterior fireplaces may be allowed on case by case basis.
- (12) New Trees shall be planted a minimum of 40 feet from dwelling. No tree canopy at full maturity shall grow within 20 feet of any wall of dwelling. Trees shall be planted in a manner that tree canopies at full maturity shall be spaced a minimum of 30 feet from each other.
- (13) Any new vegetation planted shall be fire resistive, drought tolerant and meet SD County list of requirements for plants, shrubs and trees.

Please notify the City when the environmental document is available for public review and future public hearings. If you have any questions, please contact me at (760) 744-1050, extension 3236, or npedersen@san-marcos.net

Sincerely,



Norm Pedersen
Associate Planner

F-22
cont.

COMMENTS

RESPONSES

Ehsan, Beth

From: Scott, Robert <RScott@san-marcos.net>
Sent: Tuesday, June 16, 2015 3:00 PM
To: Ehsan, Beth
Subject: letter regarding outdated FD comments for Valiano project
Attachments: FD comments_Error_6-16-15.doc

Beth,

Please see attached letter regarding Valiano Project and outdated FD comments you recently received from San Marcos Planning Dept. I inadvertently gave Norm Pedersen from our Planning Dept. the initial FD comments that were written on this project approx. one year ago; and mistakenly did not provide revised comments.

My apology for the confusion. Let me know if I can assist further.

Respectfully,

Robert Scott
Division Chief
Fire Prevention
Office: 760-744-1050 ext. 3404
Mobile: 760-402-3976
Rscott@san-marcos.net
City of San Marcos



F-23 The letter from SMFD Fire Marshal dated June 16, 2015 states that Comments F-7 through F-22 were prepared a year ago and did not contain the revised comments from SMFD.



June 16, 2015

Ms. Beth Ehsan
 County of San Diego
 Department of Planning and Land Use
 5201 Ruffin Rd.
 San Diego, CA.

Subject: Outdated San Marcos Fire Department Comments for Valiano Project

Dear Ms. Ehsan,

Recently the City of San Marcos Planning Department provided a list of comments to the County in response to the proposed Valiano Project located in San Marcos Fire Protection District. A few of the fire department comments that were provided with this recent information from the city were outdated comments that were sent in error. Please accept my apologies for the confusion. Although most fire department comments you received are applicable today, there were several older comments sent with the recent city response that do not apply. These specific items are summarized below and reflect current fire dept. requirements:

1. Hill Valley Road is a tertiary access road and is allowed to be 20 feet wide in certain areas and 24 feet wide in other areas. See copy of attached letter dated 09/24/2014.
2. A Resource Management Plan is not required.
3. A wildfire protection plan by Anchor Point is not required. The applicant provided a valid Fire Protection Plan from Firewise 2000. This plan has already been accepted with revisions by San Marcos Fire Protection District.
4. Trees- Any new trees planted on slopes or other areas shall be spaced according to San Diego County Planning and Fire Department standards.

The items shown above are key areas of concern that were not properly reflected in the fire department comments you recently received. Again these were sent in error. If there are questions regarding these items or the project in general, please contact me at 760-744-1050, ext. 3404

Sincerely,

Robert Scott

Robert Scott
 Division Chief, Fire Marshal

- F-24 The letter from SMFD Fire Marshal dated June 16, 2015 states that Comments F-7 through F-22 were outdated. The letter showed specific items and current SMFD requirements for the Proposed Project.
- F-25 The comment indicates that Hill Valley Drive is allowed to be 20 feet wide in certain areas. The FPP contained in Appendix L of the EIR has been revised to address this comment. See Response E-6.
- F-26 The comment indicates that a Resource Management Plan is not required. This issue is discussed in Response F-24.
- F-27 The comment indicates that a Wildlife Protection Plan is not required. This issue is discussed in Response F-24.
- F-28 The comment indicates that trees shall be spaced according to County planning standards and fire department standards. The FPP has been revised to address this comment with a clarification to Section 4.5.1.14 that new trees planted on slopes and other areas shall be planted according to the County Consolidated Fire Code and SMFD standards.
- F-29 The comment indicates that Comments F-24 through F-29 were not properly reflected in previous fire department comments. This issue is discussed in Response F-24.



September 24, 2014

Ms. Beth Ehsan
County of San Diego
Department of Planning & Land Use
5201 Ruffin Rd.
San Diego, CA.

SUBJECT: Fire Department Access for Valliano Project

Dear Mrs. Ehsan,

As you know, the Valliano project proposes the development of over 300 homes in an area served by San Marcos Fire Protection District. Hill Valley Rd. is an existing dirt road that is proposed to be improved to a paved road approximately 24 feet wide, for a majority of the road length. One section of this road (approx. 185 -195 foot length) can only be improved to 20 feet wide due to easement access issues. The San Marcos Fire Protection District will accept this section and 185 foot length of road at 20 feet wide. The developer shall prepare and submit a fire access road plan to San Marcos Fire Department that identifies road widths along the entire length of Hill Valley Rd. The fire department will review and approve this plan upon satisfactory submittal.

Improvements to Hill Valley Rd. (entire length) shall meet the following criteria: The road shall be an all weather paved surface; be able to support an imposed load of 75,000lbs, or 32,000 lb single axle loading. The road shall be 24 feet wide, with exception of area mentioned above that may be 20 feet wide, as shown on fire access road plan approved by San Marcos Fire Protection District. Please feel free to contact me directly if you have any concerns at 760-744-1050, x3404.

Respectfully,


Robert Scott
Division Chief - Fire Marshal

COMMENTS

RESPONSES



2015 Board Members
 Jacqueline Arsivaud-Benjamin, Chair
 JP Theberge, Vice-Chair
 Nancy Goodrich, Treasurer
 Jan Denny, Secretary
 Teri Bair
 Sandra Bartsch
 Angelique Hartman
 Betsy Keithley
 Mark Shields

20225 Elfin Forest Road
 Elfin Forest, CA 92029

Beth Ehsan
 COUNTY OF SAN DIEGO Planning & Development Services
 5510 Overland Ave., Suite 310
 San Diego, CA 92123

Dear Beth,

Following conversations with you and Kevin Johnston a few weeks ago re: clarifying intent of sewer prohibition in Harmony Grove, please find below the rationale for stating that the approved Community Plan clearly prohibits anything other than septic outside the Harmony Grove Village. We have gone through the plan and I think you will agree we demonstrate pretty convincingly that the prohibition is not only specific, but also supports the entire context of the policies which are designed to keep density outside the Community Development Pattern the same as the surrounding rural properties.

The Elfin Forest Harmony Grove Community Plan specifies the intention to prohibit sewage treatment methods other than on-site residential septic systems outside of Village boundaries (excerpts from the plan supporting this statement are shown below in indented italic text). Historically, limiting residential waste treatment to on-site septic systems has limited urban sprawl and helped to keep an area rural. That is why Elfin Forest has clearly prohibited any sewer systems other than single family septic systems. However, unlike Elfin Forest, Harmony Grove could not simply prohibit sewer systems because the hundreds of acres of agricultural use parcels destined to be densely developed in a Village pattern would require an intensive sewage treatment system.

p. 20 "Harmony Grove Village – The approved Harmony Grove Village project will have a small commercial town center that should serve the local community and provide public gathering places as well as opportunities for the sale of locally grown organic produce. This project also will have a wastewater reclamation facility that will provide sewage service to Village homes and create recycled water for irrigation."

The community was reassured by the County that despite not being able to prohibit sewer systems area-wide, the "Village Limit Line" would disallow any development that would require intense sewage treatment.

p. 27 "The Harmony Grove Village Boundary, shown on Figure 3 on page 25, is a growth boundary that identifies land to which development should be directed. Areas outside this limit line are not intended to expand and should retain the original Harmony Grove rural residential and agricultural character."

The original character of Harmony Grove is clearly described in the Community Plan.

p. 20 "The area infrastructure is rural, and utilizes mainly septic systems for waste disposal."

and

p. 16 "Some of the key elements of the Harmony Grove character and values include one- and two-story single family homes on large lots; large animal facilities on residential properties; no clustered development; no "cookie-cutter" developments; no walled developments, and no gated communities"

G-1 The comment is introductory and your specific comments are addressed below.

G-2 Please see Topical Response: Septic. The comment states that the Elfin Forest Harmony Grove Community Plan (EFHGCP) intends to prohibit sewer outside the village boundaries to limit sprawl and keep the area rural. However, the quoted language from page 20 of the EFHGCP is within the Community Background section of the plan, and specifically under the heading of Existing Community Facilities and Infrastructure. The quoted language does not express any intent as to the planned use of facilities and infrastructure outside of Harmony Grove Village and does not specifically prohibit future development from building or connecting to sewer facilities.

EFHGCP Goal LU-1.5.1 allows for clustered lots less than 1 acre for Semi-Rural 1 and 2 categories through an approved Specific Plan to allow for significant preservation of resources. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

G-3 The comment states that the County reassured the community that the village limit line would disallow development with sewer. However, the quoted language from page 27 of the EFHGCP helps to explain the intention behind the land use designations in the Harmony Grove area, including Neighborhood 5. The proposed density is within the semi-rural category, and thus does not conflict with the established village boundary. Nevertheless, the Project would increase density, and that is why it requires the approval of a GPA by the Board of Supervisors. The Board will have to consider the direction of the EFHGCP along

G-3
cont. with other applicable factors before making a decision on the Project. The selection of a sewage treatment method would be secondary to the Board's decision on the merits of increased density in this area; however, note that site-specific constraints make it difficult to develop the site on septic at the existing General Plan density of 118 homes (based on the RPO steep slope and RPO wetland requirements).

A Septic Alternative was analyzed in Chapter 4.7 of the EIR which determined that only 66 dwelling units could be built on-site using either conventional or alternative septic systems. Per the County of San Diego septic design guidelines, the minimum lot size is based on the expected percolation rates. Based on the mapped soil types and soil conditions on site, percolation rates are expected to be in the range of 90 to 120 minutes per inch, which is the slowest range of percolation rates where septic systems are allowed, leading to the 5 acre minimum lot size studied in this alternative. Additionally, portions of the site exhibit shallow bedrock and steep grades, which preclude the installation of septic in some areas. Finally, only the southern portion of the Project (Neighborhood 5) is located within the EFHGCP; thus regardless of how the plan is interpreted, the majority of the Project could still be connected to sewer. This information is consistent with the EIR.

Please see both Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, and Topical Response: Septic.

G-4 The comment refers to the original character of Harmony Grove as described in the EFHGCP. While only a small portion of the Valiano Project lies within the EFHGCP, the design of the Project is consistent with the rural character of the surrounding neighborhoods, as described in the EFHGCP. Lots within the Specific Plan area can accommodate one- and two-story homes, consistent with the Harmony Grove neighborhood character. Walls within Neighborhood 5 are limited to the northeast portion of Neighborhood 5 where required for noise mitigation. As per Section 2.1.5 of the Valiano Specific Plan, walls shall be an extension of colors and materials of adjacent architecture and shall recede into the landscape rather than become a dominant visual feature. The Project shall utilize combinations of walls, earthen berms, and landscaping to soften the appearance of walls. Therefore, the walls are in compliance with policy N-1.3 of the County's General Plan. Although there are several negative references to clustering in the EFHGCP, it is important to note that the specific policy setting minimum lot size in Harmony Grove, LU-1.5.1, allows for clustered lots less than 1 acre through an approved Specific Plan to allow for significant preservation of resources. The Project would incorporate a variety of architectural styles in different neighborhoods to avoid a "cookie cutter" appearance, and none of the ingress points to the Project would be gated. This information is consistent with the DEIR. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

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G-5 Because residents were still worried that future developments outside the Village Limit Line might seek County approval to “share” the Village sewer system, they added a policy to make this “sharing” impossible. Clearly there was no intention to allow sewer systems beyond the Village.

p. 49 “Policy SPA-2.2.6 The sewage treatment method selected must be sized for this project without the possibility for expansion.”

Protecting the area from further urban or suburban development is clearly identified in the Community Plan as an important issue for Harmony Grove.

p. 19 “The Harmony Grove community, working with County staff, designed a Village Development Pattern Model as represented in the General Plan Land Use Map. There still exists many large undeveloped parcels of land within Harmony Grove outside the footprint of the approved Village. Development of these parcels with an urban, clustered or suburban design would threaten the continued existence of the rural residential and equestrian character of Harmony Grove.”

p. 21 “The population of Harmony Grove is expected to increase dramatically as the Harmony Grove Village development pattern is built out. If the pattern shown on the General Plan Land Use Map is strictly followed, the final number of urban homes should approximately equal the number of rural homes in the neighboring communities and Harmony Grove should be able to keep its rural voice. However, there is continual pressure to put higher density residential or even industrial development in Harmony Grove beyond what is allowed by the General Plan Land Use Map. Several agricultural operations are finding that limits to their operations are leading them to consider re-zoning and re-development in the near future. In addition, non-resident land speculators have purchased local undeveloped land in the hopes that General Plan Amendments allowing higher density will be adopted by the Board of Supervisors. Residents will continue to work to preserve this historic 100-year-old community by implementing the Village Development Pattern that was negotiated.

ISSUES THAT NEED TO BE CONFRONTED: The Village development pattern as shown in the General Plan Land Use Map must be strictly adhered to as the formal development model for the area. Urban homes must not outnumber the rural homes to maintain the rural voice and preserve the rural heritage of this historic community. Annexation of Harmony Grove properties into adjacent cities allows landowners to escape the rural community development standards and must be discouraged.”

Therefore, to further preserve the rural character of Harmony Grove, and to clarify the intent to prohibit sewer systems outside the Village, the following issue, goal, and policy was approved for the Community Plan (note that section **2.10 Infrastructure and Utilities** has no community identity callouts restricting policies to an individual community and therefore all content refers equally to both communities, as is the case throughout the Elfin Forest Harmony Grove Community Plan.)

p. 39 “ Issue CM-10.2 Septic systems are the sole and preferred sewage management for Elfin Forest, because they ensure that Elfin Forest - Harmony Grove will remain a rural community. Goal CM-10.2 A sewage disposal system that retains the rural character of Elfin Forest - Harmony Grove Policy CM-10.2.1 Require all proposed new development to use septic systems with one septic system per dwelling unit.”

The Elfin Forest Harmony Grove Community Plan clearly states the intent to preserve the rural nature of Harmony Grove while accommodating a dense Village that requires a sewage treatment system. The Community Plan makes it clear that the sewage treatment plant is for Village use only, and that all future development beyond the Village will maintain the original waste systems in use through all of the remainder of Harmony Grove, which are residential, on-site septic systems.

G-5 The comment indicates that the EFHGCP added a policy so that the Harmony Grove Village Sewer Plant would only be sized for that Project. The Harmony Grove Village Sewer Plant was designed for only Harmony Grove, as specified in Policy 2.2.6, and while it is under the control of the Harmony Grove Village developer it cannot be expanded without revising the Harmony Grove Village Specific Plan.

The EIR considers that if the Harmony Grove Village Sewer Plant flows are much lower than the Plant was designed, the County could be in a position to accept additional flows to the Plant to ensure efficient treatment and operations of the Plant. In this future scenario, the County would have accepted operations of the Plant, experienced sufficient evidence that additional capacity was available and therefore would be responsible for determining any future connections. Under this scenario, the County could allow an amendment to the Major Use Permit for the Plant to expand the use of the Plant that could allow the utilization of the Harmony Grove Village Sewer Plant. However, at this time it is the position of the County Sanitation District that the plant as designed does not have sufficient capacity to serve Valiano and use of the plant by Valiano would require significant changes in approved design criteria (such as process redundancy and reduced safety factors) that would need Sanitation District approval.

G-6 The comment indicates that protecting the Harmony Grove Community from further urban or suburban development is identified in the EFHHCP. The County of San Diego’s Land Use Element of the County of San Diego General Plan defines densities for land uses within the County. An urban residence within the County is categorized within the Village densities. Village land uses are defined as higher intensity land uses which include pedestrian-oriented commercial areas, mixed-use development, higher-density residential developments, and community-serving private and public facilities. Village densities incorporate a range of residential densities from 30 units per gross acre at the high end to 2 units per gross acre at the low spectrum of density. Semi-rural residential land uses without those higher density and associated commercial uses are defined as lower-density transition land uses from the Village areas, blended development with the natural landscape, with higher densities located closer to the Village core. Semi-Rural densities range from 1 unit per half acre to 1 unit per 10 acres. The Valiano Specific Plan area is proposing a General Plan Amendment to Semi-Rural 0.5, a rural land use designation. Additionally, the Valiano project proposes none of the typical land uses or facilities included within the Village land use designation which would define the project as urban. Therefore the Valiano project adds no structures which can be defined as urban residences to the Harmony Grove Community Plan area.

The Valiano Specific Plan area is identified as having a Semi-Rural regional category in the General Plan. According to the General Plan:

The Semi-Rural category identifies areas of the County that are

G-6
cont. *appropriate for lower-density residential neighborhoods, recreation areas, agricultural operations, and related commercial uses that support rural communities. Semi-Rural areas often function as a transition between the Village and Rural Lands categories, providing opportunities for development, but without the intensity and level of public services expected in Villages and with design approaches that blend the development with the natural landscape. Semi-Rural residential densities are derived in consideration of the physical conditions, community character, and availability of public services, roads, and other infrastructure. Higher densities within the allowable range should be located near Village areas and surrounding urban areas, while lower densities should be located near Rural Land areas.*

The parcels that make up the Valiano Specific Plan area are currently designated as a mix of Semi-Rural 1 (SR-1) and Semi-Rural 2 (SR-2). Depending on the slope on an individual parcel, SR-1 densities can range from 1 dwelling unit (du)/gross acre to 1 du/4 gross acres. Similarly, depending on the slope on the individual parcels, SR-2 densities can range from 1 du/2 gross acres to 1 du/8 gross acres. With implementation of the Valiano Specific Plan and General Plan Amendment (GPA), all portions of the Plan area would change to the Semi-Rural 0.5 (SR-0.5) designation. Densities under the proposed designation range from 2 du/gross acre to 1 du/2 gross acres, depending on the slope. The densities proposed under the Valiano Specific Plan are consistent with the proposed SR-0.5 designation. SR-0.5 is the highest density in the Semi-Rural category, which is consistent with General Plan direction to locate higher densities near the urban areas of San Marcos and Escondido, as well as the Village area of Harmony Grove Village Specific Plan. The proposed density is 1.38 dwelling units per acre (du/ac), which is less than the 1.6 du/ac of Harmony Grove Village with their 742 units on 468 acres. This information is consistent with the EIR.

G-7 Please see both Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Topical Response: Septic, as well as Response G-3 regarding the infeasibility of developing the site to the General Plan density using individual septic systems. Both the issue and goal statements aim to preserve rural character, which can be achieved through project design even in a sewer project. By clustering homes in compact neighborhoods, the Project incorporates elements of rural character including areas of natural vegetation, an agricultural open space area, soft-surface multi-use trails and pathways, and equestrian amenities including a trailhead park in Neighborhood 3 and a public equestrian staging area with trailer parking and a warm-up ring in Neighborhood 5. Thus the Project maintains the rural character of the community while allowing development that would be infeasible on septic systems. This information is consistent with the DEIR.

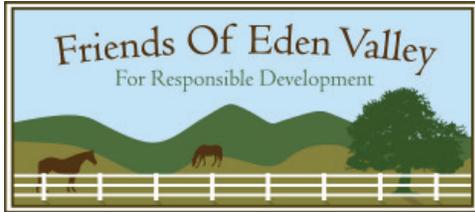
COMMENTS

RESPONSES

G-8 The comment indicates that the EFHGCP makes it clear that the sewage treatment plant is for Harmony Grove Village use only and that development outside the village use on-site septic systems. See both Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Topical Response: Septic, as well as Responses G-2, G-3, and G-5. Subchapter 4.5 of the EIR includes multiple options for wastewater treatment, including an Off-site and Combined On-/Off-site Sewer Options Alternative. One of the off-site options included connection to the Harmony Grove Treatment Plant. Subchapter 4.7 includes a Septic Alternative.

COMMENTS

RESPONSES



June 15, 2015

Ms. Beth Ehsan
 County of San Diego, Planning & Development Services
 5510 Overland Avenue, Suite 310
 San Diego, CA 92123
Beth.Ehsan@sdcounty.ca.gov

CC: Dave Sibbets: David.Sibbet@sdcounty.ca.gov
 Maggie Loy: Maggie.Loy@sdcounty.ca.gov
 Kristin Blackson: Kristin.Blackson@sdcounty.ca.gov
 Mark Wardlaw: Mark.Wardlaw@sdcounty.ca.gov

Re: Valiano Specific Plan, SCH NO. 2013061042—Public Comments on Draft Environmental Impact Report

Ms. Ehsan and County of San Diego Planning & Development Services Staff,

Thank you for giving Friend of Eden Valley an opportunity to comment on the DEIR request for Valiano. In an effort to reduce duplication, our comments are combined in the letter with the Elfin Forest Harmony Grove Town Council.

Best regards,,

Friends Of Eden Valley
 2710 Surrey Lane
 Escondido, CA 92029
www.FriendsOfEdenValley.com

H-1 Thank you for not duplicating comments. See responses to specific comments from the referenced letter below under Letter I.

COMMENTS

RESPONSES

Attn: Beth Ehsan
LUEG Project Manager
County of San Diego
Planning and Development Services
5510 Overland Avenue, Ste. 110
San Diego CA 92123

Re: Valiano Draft Environmental Impact Report

Project No. PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001,
PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-
08-002

SCH No. 2013061042

Comments on the Draft EIR

Ms. Ehsan:

I-1

The Elfin Forest/ Harmony Grove Town Council (EFHGTC) and Friends Of Eden Valley For responsible Development (FEVFRD) appreciate the opportunity to comment on the Draft Environmental Impact Report for the project referenced above. The Town Council’s interest in the project lies in the fact that a large portion of it (specifically, Neighborhood 5) is contained within the Town Council boundaries. In addition, the project has ramifications for the wider area which is both within the TC boundaries (Harmony Grove (HG) and Elfin Forest (EF)) and immediately adjacent to it (Eden Valley (EV), Coronado Hills (CH)). These areas encompass an established and well-connected community with roots going back to 1850.

The Wider Context

I-2

Harmony Grove, which has its own community plan that is contained within the San Dieguito Planning Area¹ and is also encoded in the latest General Plan of San Diego, is one of the oldest communities in San Diego County. It was founded prior to the incorporation of surrounding cities. Eden Valley was settled as far back as 1905. Harmony Grove was settled in 1850. The wider rural enclave of Elfin Forest, Harmony Grove and Eden Valley are linked by road elements (Elfin Forest, Harmony Grove and Country Club Roads) topography, geography, rural nature, open space, farmland and equestrian lifestyles. Together, these three towns form a distinct community, unique and separate from the incorporated cities that surround them. Furthermore, the communities are very tight-knit.

I-1

Introductory comment noted. See responses to specific comments, below.

I-2

Comment noted. Consistent with CEQA, the EIR evaluates potential impacts that could result to the physical environment by inconsistencies with plans and policies of the General Plan, the EFHGCP, and the San Dieguito Community Plan (see Section 3.1.4 of the EIR) and has considered the surrounding area in accordance with the County EIR guidelines. Please refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and see responses to specific comments, below.

COMMENTS

RESPONSES

The annual Fourth of July Parade and Picnic, which has been ongoing for over 38 years is attended by members of the Harmony Grove, Elfin Forest and Eden Valley communities, providing an example of one of the many events that bring the community together to enhance the community character. In addition, the three communities regularly meet to address issues that impact the community (such as this development, but also other issues that come up like the equine ordinance, the fire protection district, etc.).

This unincorporated area, stretching from Escondido to San Marcos and Encinitas has a unique character, lifestyle and social environment that makes it a distinct community in San Diego County. It is the last remaining rural enclave in North County west of the 15 and is a treasure that a great many San Diego County residents enjoy. As an example: road cycling (Swamis, Tri Club), mountain biking, trail hiking and running (throughout the numerous preserved open space parcels) and through the simple act of driving the scenic route between San Marcos and Escondido on the windy and beautiful Elfin Forest and Harmony Grove Roads.

The fact that this area is a part of unincorporated County and not under the jurisdiction of the larger cities of Escondido and San Marcos is no mistake. The community has vociferously defended its rural lifestyle and, over the years, rejected overtures to be annexed by these cities because it could erode the rural nature of the community.

In addition, members of all three towns have worked hard to preserve open space throughout the area via various organizations, including the Escondido Creek Conservancy, Friends of the Creek and others. Because of this commitment to preserving the rural nature of our unincorporated rural island, there are upwards of 2,000 acres of preserved open space in the area for all to enjoy and to preserve crucial resources.

We believe that **the DEIR for this project should look at the ramifications it has not just on Harmony Grove and Eden Valley, but on the impact on the entire unincorporated rural area** we have chosen to live in. Unfortunately, the applicant has widely ignored the overall area in its study of impacts and focused on overly narrow and specific impacts.

Our Community has Been Fair and Reasonable

The communities of Elfin Forest, Harmony Grove and Eden Valley are not wholesale against any and all development. In fact, we are in favor of responsible and reasonable development that is consistent with the community values and character

I-3

The County appreciates the time that was spent by community members to help with the General Plan Update and Community Plan update. Guiding Principle #2 of the County's General Plan promotes sustainable development within the County according to the Community Development Model (CDM) by placing semi-rural compact development on the periphery of village cores near infrastructure and transportation networks, thereby reducing impacts, and preserving open space. The Project would not create another village within the Harmony Grove/Eden Valley area, although it would increase density in the Project area.

I-2
cont.

I-3

COMMENTS

RESPONSES

of our areas. We have demonstrated we are willing to work with the County and developers to help craft plans that meets everyone's objectives.

County-led General Plan Community Workshops:

Members of all three communities (HG, EV and also EF) spent hundreds of hours working with County Staff in the early 2000's to develop a Community Plan that takes into account the unique and special nature of our community, as part of the General Plan Update process.

Recognizing that our community needed to absorb its "fair share" of the unincorporated county's projected growth, residents of all three towns worked with County Staff. In these workshops, they first evaluated different development patterns throughout the valley, and considered spreading the density over the entire area. Then they mapped out a plan for the area that was a fair compromise between the need to accommodate growth in the County, and the preservation of the rural character of the community. That plan is reflected in the approved General Plan as well as the Elfin Forest and Harmony Grove Community Plans, which include the Village Development Model (VDM) (later replaced by the Community Development Model).

The VDM establishes a denser village core featuring concentric circles of decreasing density so that the areas furthest away from the village core would be more in keeping with the surrounding area. The goal of this was to shield the existing community from the densely populated core and to preserve a rural/urban balance so that the rural voice would not be drowned out by the urban or suburban voices. It was meant to preserve our community character and to limit the effects of excessive density.

Harmony Grove Village:

The community (again, members of Eden Valley, Harmony Grove and Elfin Forest) banded together to work with the developer to make sure the project reflected the spirit and intent of our community plan as well as the GP. After many discussions and workshops with the developer, the county and members of the community, HGV was revised to take into account the VDM with precisely what was dictated in our Community Plan (the village core, feathering out to larger rural and equestrian lots at the periphery).

The Valiano project places high density clusters of small properties immediately adjacent to larger lots that form part of the "feathering out" dictated by the Village Development Model. This would cause a significant impact and would alter the nature

I-3
cont.

Upon approval of the Project, Harmony Grove Village would remain as the defined village area, surrounded by semi-rural residential areas of varying densities, including the five neighborhoods of the Valiano Specific Plan. Valiano's semi-rural density is appropriate given its proximity to the large urban centers of San Marcos and Escondido with associated infrastructure. At the same time, the Project's semi-rural clustered design would reduce the development footprint, increasing the amount of open space, natural habitat, and agriculture that can be preserved, consistent with the intent of Guiding Principle #2. Please also see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

I-4

See Response I-3. In addition, note that the CDM, which can be pictured as a compact village core encircled by concentric rings of lesser density, is intended to create a transition from the dense village core to a surrounding of rural lands. Rural lands are defined in the General Plan as open space and very low density lands, different from the semi-rural residential area of Eden Valley. The Project site does not lend itself to a neatly organized CDM structure for two reasons. First, the site is already surrounded by land ranging from semi-rural residential to urban in intensity, and thus cannot provide a feathered transition outward from the dense core of Harmony Grove Village to a rural periphery. Rather, it is more of an in-fill site surrounded by Harmony Grove Village to the south, Escondido to the east, and San Marcos to the west. Second, the site is comprised of a series of parcels laid out in a relatively linear north-south fashion, and thus the density cannot be centralized within the site in the same way it could be on a large block of land such as the Harmony Grove Village site. However, the individual neighborhoods are clustered on a smaller scale within the Project, which achieves the same overall goal to increase the amount of open space and stay closer to roads and utilities.

I-3
cont.

I-4

COMMENTS

RESPONSES

I-4 cont. of the community in irreversible ways. This impact was not evaluated in the DEIR and needs to be analyzed.

NC-17

This property has asked for up-zoning several times before. Originally, they asked to increase from RR2 to RR1. This request was granted. Then, during the Property Specific Request process, they requested up-zoning from RR1 to RR0.5, which was denied based on staff review.

Land Use: Community Character

com·mu·ni·ty
kə'myoʊnədə/
noun

noun: community; plural noun: communities

1. a group of people living in the same place or having a particular characteristic in common.

Eden Valley and Harmony Grove, despite the applicant claimsⁱⁱ, is and has always been an established, existing community. Both Eden Valley and Harmony Grove are characterized by relatively large lots of an equestrian, agricultural and rural residential nature. This refers to not only the look and feel of the environment (decidedly rural) but also the values of the people who choose to make this area their home. The residents of Eden Valley consider themselves a community; have regular community meetings and share values, have friendships and associations among themselves as well as with the wider Harmony Grove and Elfin Forest communities. By any and most definitions, this is a community. The insertion of 326 houses in a clustered formation into an area that has a rural character would create significant impacts to the existing residents as it would physically split the community as well as begin

We believe that splitting the community makes the impact. As such, the EIR should analyze and mitigate this significant impact.

Community Character: What is Rural?

We are a rural community and Valiano is not. It does not fit into our character at all. "What exactly is rural?" one might ask. You know it when you see it, but according to Webster's:

ru·ral 'roorəl/ adjective

I-5 Comment noted. This is not a CEQA-related comment.

I-6 The Project would not split the community since Neighborhoods 1 through 4 are situated between Eden Valley and San Marcos, and Neighborhood 5 is on the northern edge of proposed Harmony Grove Village. The Project's roadways and public trails would be open to all, as would the public park, thus creating additional connections for the community instead of a physical split in the community as claimed by the comment.

I-7 According to the County's General Plan Table LU-1, Land Use Designations and Compatible Regional Categories, the definition of "rural" is one home per 20, 40, or 80 acres. The existing area neighborhoods, therefore, are not rural by definition. Valiano does however contain elements of the rural lifestyle mentioned in the comment. There are allowances for animal keeping on a number of lots which bring with them the sights, sounds, and smells of a more rural lifestyle as the commenter desires. Outdoor activities are encouraged and incorporated into the Valiano Specific Plan area through the inclusion of trails and equestrian facilities which facilitates horseback riding, mountain biking, and hiking. Comment noted concerning neighbors who are "in it together," however this is not a CEQA issue.

COMMENTS

RESPONSES

in, relating to, or characteristic of the countryside rather than the town. "remote rural areas"

Well, to us it is an overarching sense of community that comes from being slightly removed from the hustle and bustle of urban life. It is a visual, auditory and olfactory experience: Large lots with pastures, horse arenas, corrals, barns, animal pens and other out buildings as far as the eye can see. Domesticated animals, goats, horses, sheep, chickens, alpacas and even emus. The musky smell of horse manure, sage, eucalyptus, dry grass. The sounds of the country: horses whinnying, goats bleating, roosters crowing, red-tail hawks crying, cooper's hawks fighting, coastal gnatcatchers meowing, coyotes howling at night. Wildlife. Wild habitat. Open, undisturbed spaces. Split rail fences, white washed three rail ranch fencing as far as the eye can see. Dirt roads. Dirty vehicles. Pickup trucks. Tractors. Quads. Growing things, making things, being resourceful, working our land. Kids, splashing in streams, running outdoors, free, yelling, getting dirty, climbing trees, swinging from ropes, exploring. Outdoor junkies on mountain bikes zipping down single track trails. Horses on trails (and the occasional donkey). Trail runners, hikers, road bikers, triathletes. Independence: from traffic, from noise, from crowds, from the urban jungle, from the stress of modernity. Neighbors who are "in it together" sharing tips on farming, septic systems, wells, animal keeping, fire safety, wildlife, raising children in the country, all while leaning across a ranch fence. Tranquility, peacefulness, zen. THAT is what rural means to me.

I-7
cont.

What Valiano is proposing is absolutely contrary to a rural lifestyle. Houses clustered together on cul-de-sacs, barely any space between houses. 1000 foot long walls up to 20 feet high. Manufactured slopes. Lots of cars. Paved roads, suburbanites unused to the sounds, sights and smells of a rural community. Impatience brought by traffic. Impersonality brought by walls and the houses jammed together which create a barrier despite the closeness. How many people in suburbia truly know their neighbors? We may not often see our neighbors because we live on large lots, but we have an intimate closeness that comes from surviving in the country; we would drop everything to help our neighbors evacuate their animals out during a fire (and many of us have). We look out for each other. There is absolutely no definition of rural that the Valiano proposal fulfills, not even with "rural themes" whatever that means. If Valiano is approved, "rural" will no longer apply to our community and it will die a slow death. This is not just a significant impact. It is a critical, existential impact.

I-8

I-9

I-10

The following specific comments supplement those made by The Elfin Forest Harmony Grove Town Council's attorney, Johnson & Sedlack. The DEIR fails to

I-11

I-8

See Response G-7 and Topical Response: General Plan Amendment and Boundary Line Adjustment CEQA Analysis regarding sewer The Project includes semi-rural elements which are similar to the surrounding area:

- Equestrian: The Project includes elements contributing to a "horse friendly environment," including retaining elements of the existing equestrian facility in the southeast corner of the Project for public use, promoting equestrian use through the provision of an equestrian trail head area, and multi-use trail network, and providing equestrian lots in Neighborhoods 3 and 5 that would accommodate horses within the County's animal keeping guidelines. This provides views to private corrals, and public horse paddocks, and horses using the proposed workout ring schematically represented in Figure 1-12 of the EIR.
- Walls: Walls within the Specific Plan area would be designed as low-profile rock and boulder walls similar to the surrounding natural landscape. Due to on-site topography, numerous retaining walls are proposed along Project roadways and within lots. Retaining wall heights would range between 2 and 20 feet and lengths would vary from 41 to 523 feet. Many of these walls would be interior to the site. Several fire walls also would be required for the Project. These would be solid 6-foot high walls unless they merge with a higher

l-8
cont.

retaining wall, as is the case in one instance. As per Section 2.1.5 of the Valiano Specific Plan, walls shall be an extension of colors and materials of adjacent architecture and shall recede into the landscape rather than become a dominant visual feature. Therefore the walls are in compliance with N-1.3 of the County's General Plan.

- Country Roads: The majority of existing homes within the EFHGCP take access from paved roads. New water quality standards preclude the use of dirt roads.

- Open Space: The Project retains both biological and agricultural resources.

- Clustered Lots: EFHGCP Policy LU-1.5.1 allows for clustered lots through an approved Specific Plan to allow for significant preservation of resources. The GPA follows the guiding principles, and is consistent with the County of San Diego's General Plan.

- Agricultural Uses: The Project includes a Project Design Feature to establish a 35.4-acre agricultural easement area within the Project site. This Project Design Feature is not mitigation for any significant agricultural impact; it is intended to add to the character of the site and community. This easement would protect the availability and viability of the easement area for potential agricultural uses. Specifically, due to the 2014 wildfire event and intermittent drought conditions, the agricultural easement area could be used for other agricultural crops because avocado orchards typically require high irrigation levels. Rather, the easement area would be managed and maintained to ensure that it is available and viable for agricultural uses as noted, potentially including activities such as "stumping" the remaining and burned (dead) avocado trees; providing erosion, weed and rodent control; and maintaining the irrigation system used for previous agricultural operations. While no specific agricultural activities are currently proposed within the easement area, such uses may include avocados, vineyards and/or other orchards that require less irrigation (e.g., pomegranates and olives).

- Agricultural Easement: The agricultural area would be placed within an easement dedicated to the County and implemented directly through the HOA (i.e., by retaining a qualified manager/consultant/ operator), or through options such as leasing or selling the easement parcel to a third party for agricultural development. The agricultural easement would preclude development other than agriculture, uses incompatible with agriculture, and non-agricultural uses (with minor exceptions for agricultural-related uses and fuel management, if applicable). The agricultural easement requires that the land is available and viable for agriculture, as an agricultural/visual amenity for residents of the Project site and surrounding areas.

COMMENTS

RESPONSES

- I-9 Comment noted. The sense of community experienced in the Project area is acknowledged. Knowing and helping one's neighbors is not a CEQA-related issue, however; nor is it a community character description of rural, semi-rural or village.
- I-10 See Responses G-6, I-7, and I-8. Please also see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.
- I-11 See responses to specific comments, below.

COMMENTS

RESPONSES

I-11 cont. adequately analyze several important aspects of impacts on the community, as summarized below.

I-12 The failure of the DEIR to meaningfully analyze an unprecedented number of project inconsistencies with the County General Plan and the Harmony Grove Community Plan requires that the DEIR be rewritten and re-circulated for public review and comment.

I-13 In previous comments submitted by both the San Dieguito Planning Group, the Elfin Forest Harmony Grove Town Council and Friends of Eden Valley for Responsible Development, we have challenged the applicant's assertions that this specific plan / general plan amendment is consistent with the adopted County General Plan or with the Elfin Forest Harmony Grove Community Plan.

I-14 The proposed SP / GPA is inconsistent with the San Diego County General Plan (GP), the Harmony Grove Community Plan (HGCP), and the San Dieguito Community plan. In addition the document fails to analyze these inconsistencies and their consequences, as CEQA requires. Therefore the conclusion that overall the project would be consistent with the General Plan, therefore land use impacts associated with policy inconsistencies would be less than significant answer is incorrect. A "reasonable person" could not find this project to be consistent with either the GP or the HGCP.

I-15 The amendments to the general plan necessary to accommodate this GPA would require changing the General plan from its fundamental vision of smart growth. The general plan is very specific in terms of smart growth being defined as projects meeting stringent standards such as distances to public transportation and services. Of these standards, it requires that a project be located one quarter mile from transit, for example. This project claims to be smart growth even though it is in fact located more than one mile from the closest public transportation station and has no sidewalks allowing for safe pedestrian travel to the Nordahl sprinter station. This project is near the opposite of Smart Growth, as it is in the middle of a rural area and if allowed to proceed will represent one more example of urban sprawl which will require people to get in their cars in order to access work, school, or shopping opportunities.

I-16 In addition, smart growth stresses the retention of or enhancement of the county's rural character and preservation of environmental resources and unique communities where they exist. This project plopped in the middle of the communities of Eden Valley and Harmony Grove, which are all but ignored by the applicant, would in fact destroy and divide the rural character of the existing communities, instead of enhancing them.

I-17 One of the most important ways this project is inconsistent with the general plan is failure to comply with land use goal LU-1. This goal states that "a land use planning

I-12 Subchapter 3.1.4 of the EIR contains a detailed analysis of the Project's consistency with the General Plan and the applicable community plans. Also, please refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

I-13 See Topical Response: General Plan Amendment and Subarea Boundary CEQA Analysis. Previously submitted comments were carefully considered by the County, and it was determined that the Project follows the guiding principles, and is consistent with the County of San Diego's General Plan.

I-14 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. The Project does not require changing the policies or vision of the General Plan. Each alleged inconsistency with the General Plan, San Dieguito Community Plan, and the subarea EFHGCP is addressed individually in these responses as well as in Subchapter 3.1.4 of the EIR, supporting the overall conclusion of consistency.

I-15 The General Plan does not include a definition of smart growth, nor does it require that a project be located within 0.25 mile of transit, although it does refer to the SANDAG RTP. The Project does not claim to be a Transit Priority Project or Smart Growth Opportunity Area project as defined in the SANDAG RTP/SCS and associated documents, which would require, among other features, a location within 0.5 mile of a major transit stop or high quality transit corridor. Instead, the Project seeks to implement smart growth concepts, to the extent feasible. See Response D-1.

I-16 See Responses D-1, I-3, I-6, and I-7. The Proposed Project design respects the rural character of the adjacent community by clustering lots, thereby retaining biological and agricultural resources. The Project also promotes equestrian use through provision of an equestrian trail head area, equestrian staging area and multi-use trail network. Neighborhoods 3 and 5 provide lots that would accommodate horses within the County's animal keeping guidelines. Please also see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, regarding Neighborhood 5 in particular.

COMMENTS

RESPONSES

I-17
cont.

and development doctrine that sustains the intent and integrity of the community development model and the boundaries between regional categories". Though this project is zoned as SR instead of VR, it offers densities which are actually higher than the neighboring Village project, Harmony Grove Village. As such it destroys, if not the letter, certainly the intent of the community development model, which aims to feather density from a dense center to less and less dense areas forming a buffer with the neighboring communities. In this case this project would locate 5000 square foot lots next to the largest lots within the footprint of the Harmony Grove Village which are actually several acres in size. Virtually all the surrounding parcels adjacent to the project area (including Coronado Hills, Eden Valley and Harmony Grove) in one, two, or more acres in size.

As such it destroys if not the letter certainly the intent of the Community Development Model, which aims to feather density from a dense center to less and less dense areas forming a buffer with the neighboring communities. In this case this project would locate 5,000 square foot lots next to the largest lots within the footprint of the Harmony Grove Village, some of which are actually several acres in size.

I-18

Though this project is describing itself as a "semi rural" project the densities in fact are more akin to these of a village. Policy LU - 1. 2 specifies that "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". This project proposes village densities and is outside established sewer service boundaries.

I-19

The proposal is inconsistent with the Community Development Model. The General Plan states on page 3 - 6 that "the community development model directs the highest intensities and greatest mix of new uses to village areas while directing lower intensity uses, such as estate style residential lots and agricultural operations to semi rural areas". It is clear from this description that semi rural areas are to be used for estate style residential lots. This project proposes Village densities within a semi rural area, making a farce of the distinction between regional categories.

A. INADEQUATE PROJECT DESCRIPTION

S 1.1 LOCATION:

I-20

The project description misstates the ACTUAL distances to various points, in a thinly veiled attempt to make it appear closer than it is to existing infrastructure, and pretend to qualify for Smart Growth, a term used repeatedly in this DEIR although County Staff soundly rejected the argument during the NC17 Property Specific Request hearings at the Board of Supervisors. Instead of being located "approximately 1.7 miles west of Interstate I-15 and 0.6 mile south of State Route 78

I-17

See Responses G-6, I-3, I-4, and I-7. Of the 5 neighborhoods within the Valiano Specific Plan, only Neighborhood 5 is located within the Harmony Grove Community Plan area. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

I-18

The Project does not propose village density and does not constitute leapfrog development according to policy LU-1.2. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, and Response G-6 for discussion of village residential densities.

I-19

See Responses G-1, G-6, I-3, I-7 and I-17. In accordance with the General Plan, the Valiano Project includes estate style residential lots, a 35.4-acre easement for agriculture, and a residential density with semi-rural intensity (with clustering to preserve resources). The Specific Plan has a proposed density of semi-rural 0.5, with common open space areas and some lots that accommodate horse keeping. While not proposed as part of the Project design or Landscape Plans (and not required to address any associated agricultural impacts), the proposed development would allow orchards and gardens on individual residential lots and appropriate HOA-maintained lots.

I-20

Using Google Maps, distances better described in driving distance have been revised in the Final EIR. Please also see Response D-1.

COMMENTS

RESPONSES

I-20 cont. *(SR-78) at its closest points”, actual distances as measured by driving distances are 2.7 miles and 1.4 miles respectively (Google maps attached as appendix).*

I-21 To further rebuke the argument made elsewhere in the DEIR that this constitutes a Smart Growth project “walkable to public transportation”, it is worth noting that the distance to the Sprinter station from Integral’s closest ingress/egress point is:

- 1.5 miles through the business park
- 1.6 miles via Country Club and Mission
- 1.8 miles to Neighborhood 5

When talking about accessing the Sprinter by foot it is important to note that there are no sidewalks for a good portion of those trips, making them unsafe to walk to.

I-22 Similarly, the project is not “in an unincorporated portion of San Diego County within the Eden Valley portion of the San Dieguito Community Planning Area”, which conveniently for the applicant does not have an adopted Community Plan (CP) but partly contained within the Elfin Forest/ Harmony Grove (EFHG) Community Area, which has an adopted CP the applicant is choosing to ignore. Hence the impacts to the EFHG Community Plan are not sufficiently analyzed in the DEIR, which constitutes a substantial adverse environmental effect of the project for which the public is deprived of a meaningful opportunity to comment.

S1.2. DESCRIPTION:

I-23 There are a number of discrepancies and inaccuracies under this section that again render meaningful public input impossible.

While the document states that “*The Proposed Project consists of a residential community with 326 single-family dwelling units (du), a resident’s/builder’s option to include Second Dwelling Units on 54 lots and related facilities (...)*”, the impacts throughout the document do not refer to the maximum build out, which is 326+54 units, or 380 units, but only to a reduced number of dwelling units. As such the impacts throughout the document need to be recalculated to take into account the potential worst case impact of the proposed project. Should these 54 units be built, occupied and rented out, as they can by code, the additional potential occupants will contribute to traffic, to risk of starting fires, to evacuation traffic during emergencies, and in general to the overall impact of the Project. They represent a 17% increase over the baseline number, an increase too substantial to simply leave out of the pertinent calculations.

I-24 Likewise, the area disturbed is noted as “*(...) within a total disturbance area of approximately 127 acres*”, when in fact the total area disturbed including during construction is likely significantly higher than noted: according to the biology report the total impacts are 164.9 acres. These figures need to be reconciled to ensure they capture the full impact of disturbance, including fire clearing.

I-21 See Response D-1. The locations of existing sidewalks on roadways in the Project area are described in Subsection 2.8.1.1 while proposed sidewalks on the Project site are listed in Table 1-1. In addition, the Project would build a new sidewalk on Country Club Drive between the existing industrial park and Auto Parkway.

I-22 Subchapter 2.1 of the EIR correctly states that the Project site is located within the San Dieguito Community Planning Area, of which Elfin Forest and Harmony Grove are a part. Subsection 3.1.4.1 (Land Use) of the EIR acknowledges that the southern portion of the Project site is located within the Harmony Grove community and discusses the EFHGCP policies specific to that area. The EFHGCP subarea does not apply, however, to the great majority of the Project parcels. Only Neighborhood 5 is located within that Plan area (see Figure 5 of the EFHGCP, which terminates jurisdiction at Mt. Whitney Road). The majority of the Project is within the Eden Valley portion of the San Dieguito Community Planning Area. See Response I-12 and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

I-23 As can be seen in Subsection 2.8.2.1 of the EIR, trips from the Accessory Dwelling Units are included in the traffic estimates. Regarding evacuations, see Topical Response: Fire/Evacuations. Regarding the risk of starting fires, see Response I-53. The Project is expected to improve safety for residents of both the Project and adjacent existing community. Please reference Response I-59.

I-24 The disturbance/impact area differs depending on the type of resource being analyzed. The total disturbance area of 127 acres (now 125 acres in the EIR due to site plan changes) represents the area to be graded for the Project, whereas the biological impact area of 159.9 acres (revised from the noted 164.9 acres in the latest Biological Technical Report [BTR]) includes additional areas where biological resources would be (potentially temporarily) impacted. The EIR has been revised in Sections S.1.2 and 1.2.1.1 to refer to the total disturbance area as the grading area. The figures capture the full impact of disturbance for the resource being analyzed.

COMMENTS

RESPONSES

S 1.3 SETTING:

Again in what appears as a deliberate effort to confuse the decision makers perhaps not familiar with the area, the Project setting is described as "Nearby urban development includes high-density residential and commercial uses to the north (San Marcos) and east (Escondido)". The closest San Marcos residential area visible from the project, Coronado Hills, is actually San Marcos Land Use A1, or Agriculture with minimum of 1 acre lots, as pointed out by letter from San Marcos Planning Department expressing concern about compatibility with these size lots given a project proposing 5,000 sq ft lots. The "high density residential to the North" is neither visible nor accessible from the project side or the valley in which it sits (driving distance to the area mentioned from the closest project entrance is a full 1.5 miles, hardly a relevant neighborhood for project description purposes).

The "high density residential to the East in Escondido", again, is on the other side of a granite ridge, neither seen nor heard, and a full four driving miles from the closest project entrance. The closer Escondido project over the other side of the ridge, Hidden Hills, averages 1/2 acre lots so cannot be referred to as "high density". As such the Project Setting is misleading in a way that favors the applicant and deprives the public of a fair opportunity to comment, lest they be intimately familiar with the area falsely described.

1.4.1 Project Vicinity

It is not accurate to state that the "semi-rural area encompassing a mix of urban development, agriculture and open space. The Harmony Grove Village lots closest to the project are mostly 1/2 acre and 1 acre lots, a few are 1/3 acre, and the largest is 19 acres; they are all horse keeping lots. These do not qualify as "urban"

B. INADEQUATE PROJECT ALTERNATIVES DESCRIPTION AND ANALYSIS

S.5.3.1 Description - General Plan Density Alternative

Building 118 homes vs. potentially 380 on this 239 acre site cannot possibly be described as "Although this alternative would be lower in development intensity than the Proposed Project, **the same potable water and sewage lines and on-site roads (and focused off-site road improvements) would still be required. Similarly, the WTWRF and associated pump stations would be required to serve the Project site**". It is patently incorrect to state that the same potable water and sewer lines would be required, for several reasons:

- ✓ 118 dwelling units use less potable water than 380 – less showers and toilets usage, and surrounding homes are not landscaping and watering their entire yards as smaller lots plus landscape easement would. Hence potable water requirements would be substantially less, but the DEIR fails to adequately analyze this impact.

I-25 To avoid potential confusion, the EIR has been updated to include approximate driving distances from the Project to the urban development and other areas within vicinity of the Project. This change is a clarification of fact that does not require circulation of the EIR under CEQA. Regarding compatibility regarding adjacent City of San Marcos residential lots, see Response F-2.

I-26 See Response I-25. In addition, high-density residential in the City of Escondido (located off Avenida Del Diablo) would be located approximately 1.1 miles driving distance from the southern Project entrance.

I-27 The referenced section describes the surrounding area. Urban development such as the light industrial uses, mobile home communities, hospital and Escondido Technology and Research Center, and the under construction Harmony Grove Village constitute urban development within the surrounding area. The referenced section in the EIR has been updated to include examples of the urban development. This change is a clarification of fact that does not require circulation of the EIR under CEQA.

I-28 Public water and sewer systems are designed to minimum standards that may result in the same or similar infrastructure for 100 homes or 326 homes. For example, the Proposed Project's potable water distribution system is primarily sized for a residential fire flow. The water pipeline sizes required are sized based on a fire flow, which is significant higher flow than the water use for the houses. Therefore the water distribution pipelines can be the same size for a 100 residential unit project or a 326-unit residential project. Furthermore, the County requires a minimum 8-inch sewer pipe size for collection systems. Based on the hydraulic analysis and minimum slopes, the majority of the Proposed Project's sewer system would basically have the same size sewer pipelines whether it serves 100 units or 326 units.

COMMENTS

RESPONSES

- I-29 ✓ The General Plan has no provision for sewer lines and those homes could be on individual septic tanks, especially with the recently approved Alternative Septic Systems, therefore it is not correct to state: *“the same sewage lines would be required”*. The DEIR fails to adequately analyze this impact.
- I-30 ✓ Less roads and general disturbances would be required to accommodate a third of the housing stock proposed, hence the statement *“the same on-site roads (and focused off-site road improvements) would still be required”* is incorrect. The DEIR fails to adequately analyze this impact.
- I-31 ✓ As stated above, 118 homes built to the current GP would not require a WTRWF: they would use the same waste treatment system as the homes currently surrounding the proposed project, both in the Unincorporated communities of Eden Valley and Harmony Grove, and the closest homes in the City of San Marcos: they would use individual septic systems. With the Board of Supervisors approval of the Alternative Septic System On June 10, 2015, this alternative needs to be re-analyzed under the new regulatory framework.

Further, the analysis provided misstates the difference in impact of building to the GP vs. the Proposed Project in ways that are misleading to the public and the decision makers. Examples includes:

- I-32 ✓ *“the identified impacts would be greater than that identified for the Proposed Project based on the provision of less dedicated open space under this alternative”*: much of the so-called “open space” in the Proposed Project is actually backyard open space, with limited to non-existent biological value, there are no provisions for the minimum of 1,000 feet of connected O/S for wildlife corridors in the Proposed Project, and the Agriculture open space would remain since it consists primarily of a granite mountain with 20 to 25% slope where the 118 units would certainly not be located.
- I-33 ✓ *“earthwork would not be balanced on site and would require import of substantial amounts of soil.”* The building of the vast majority of the existing estate residential homes surrounding the project did not require “import of substantial amounts of soil”, and there is no reason to posit that more homes built to the same estate residential standards would require more soil import.
- I-34 ✓ The analysis of this alternative contradicts itself in that it states on the one hand *“The General Plan Density Alternative would meet Project objectives related to complementing and responding to the unique topography and character of the Project site and surrounding area, and embracing and preserving the equestrian nature of the surrounding area”* yet ends the same paragraph stating: *“This alternative would not meet Project objectives related to (...) providing amenities for the equestrian community.”* The surrounding equestrian community has neither asked for nor needs any “amenities” beyond those existing in the community as it exists today. The fact the applicant has chosen to add this objective to its list of Project Objectives is a self-serving but empty gesture to the existing community, which this DEIR elsewhere states “does not exist”.

I-29 The General Plan Density Alternative was developed based on the ability to achieve the unit count that can be built under the General Plan density and zoning. To achieve the GP Density, it was determined that the alternative would require sewer. In addition, the Septic Alternative was updated in the EIR to include an alternative septic system based on the LAMP and related amendments to the San Diego County Code of Regulatory Ordinances (Division 8 of Title 6) which were issued after the NOP for the EIR was issued. Based on site constraint, approximately 66 dwelling units could be constructed with this type of septic system which is considerable fewer than the 118 allowed under the General Plan Alternative.

I-30 While there are fewer homes under this alternative, larger lots spread of over the entire site would still require an extensive road system and similar infrastructure (e.g., potable water and sewage lines). The quoted statement has been clarified in the EIR.

I-31 See Response I-29.

I-32 The Project would include 31.2 acres of biological open space; backyard open space is not included within that acreage.

The General Plan Density Alternative analysis determined that impacts would be greater than identified for the Project based on the provision of less dedicated open space under this alternative: The General Plan Density Alternative would require compliance with the RPO and dedication of open space in areas where there are wetlands and steep slopes, but it would only provide 15 acres of biological open space due to larger lot sizes when compared to the clustered design of the Proposed Project.

The MSCP planning standards do not apply for this area because it is not in the proposed Pre-Approved Mitigation Area (PAMA). The Project would not alter existing wildlife access from the west to two riparian areas on site, one in preserved lands in the northernmost parcel within southern mixed chaparral and avocado groves, and the other within biological open space in Neighborhood 4. These areas are part of a 47.5-acre block of land that consists of biological open space and an agricultural easement, which connect to off site native habitat along approximately 2,900 linear feet of the western site boundary. In addition to providing opportunities for wildlife movement between the site and areas to the west, these riparian areas and adjacent preserved lands would continue to provide areas suitable for foraging and breeding, as well as providing a water source for wildlife. As the site is situated at the western edge of existing residential development, connectivity for wildlife to areas to the north, east, and south of the site is already limited; therefore, there is no wildlife corridor that extends across the site to off-site conserved lands to the north, east, or south.

COMMENTS

RESPONSES

- | | |
|---------------|---|
| I-32
cont. | <p>Regarding the agricultural open space, this easement area would encompass up to eight residential sites similar to those existing in the Coronado Hills. Associated grading and roadway development is depicted on EIR Figure 4-1. It should also be noted, however, that the discussion of potential agricultural impacts under the General Plan Density Alternative has been modified to state that the individual residential lots under this design would include opportunities for the continuation of agricultural resources (e.g., in portions of Proposed Project Neighborhoods 2, 3 and 5). As a result, associated impacts to on-site agricultural resources would likely be reduced compared to the Proposed Project.</p> |
| I-33 | <p>While it is acknowledged that there are many ways to design the site based on the current General Plan, the site plan presented for this alternative does require significant import of material. This is due to the constraints imposed on the site by the steep topography and shallow bedrock, which without the benefit of clustering utilized by the Proposed Project makes the site more conducive to the placement of fill than to the cutting of additional material to create a balanced site.</p> |
| I-34 | <p>The EIR has been revised (Sections S.5.3.1 and 4.3.1) to remove the statement that the alternative would not meet Project objectives related to providing amenities for the equestrian community, as the General Plan Density Alternative would likely be required to have similar features such as a public multi-use trail, staging area, and public parks.</p> |

COMMENTS

RESPONSES

S.5.4.1 Description - Septic Option Alternative

This alternative description is neither accurate nor fairly describes what a true septic option alternative would be. Since size of leach field is directly related to number of bedrooms, to use only 5 bedrooms homes for this alternative is disingenuous at best. This alternative should analyze a range of 3BR, 4BR and 5BR d.u.s, similar to the surrounding estate residential homes, and certainly not assume that 5 acres is the minimum lot size, give that surrounding homes both in the county and in the San Marcos community of Coronado Hills operate on septic on lots as small as ½ acre, and most have only one or two acres, not five and more. As such this alternative needs to be re-analyzed with more realistic homes and lot sizes numbers, as opposed to inflated numbers that completely obfuscate the actual difference in environmental impacts, hence depriving the public of a meaningful opportunity to comment on a feasible way to mitigate or avoid a substantial adverse environmental effect of the project.

In this case, the DEIR does state that *“this option would avoid or reduce most significant impacts associated with the Proposed Project, including: (1) “significant and unmitigated aesthetics and air quality impacts; and (2) significant and/or potentially significant impacts related to biological resources, cultural resources, noise, paleontological resources, transportation/traffic, hazards and hazardous materials, public services (fire protection) and geology and soils, all of which would be avoided or reduced to less than significant through identified mitigation measures and/or design features.”* But it goes on to state that such an alternative would *“fail to meet all of the Proposed Project objectives”*. Those project objectives are chosen by the applicant to ensure none of the alternatives will meet them all, except the Proposed project. In this case, the DEIR needs to be re-circulated to analyze a more realistic septic only alternative, with the following criteria:

- ✓ Range of bedroom sizes
- ✓ Range of lot sizes
- ✓ Implementing alternative sewer systems as well as conventional
- ✓ Minimal grading and land form modification
- ✓ Similar in look and feel to the surrounding estate residential homes in both County and San Marcos, because those are the homes that are within the community view shed.
- ✓ Biological open space contained within a separate lot as opposed to “backyard open space” whose functionality can more easily be compromised.
- ✓ Redesigned with 2-acre minimum lots on the portion of the site that has prime soils, to reduce agricultural impacts.
- ✓ Incorporating a dedicated agricultural easement over the portion of those lots that remains usable for agriculture, which would be counted as mitigation and potentially eliminate the need to purchase off-site mitigation.

An alternative septic only project with these criteria would likely meet some of the Project Objectives, such as providing a range of home sizes.

I-35 For planning purposes, the Project’s sewer septic studies utilize the worst-case sewer flow scenario by using the highest number of bedrooms for calculating potential impacts. Also note that the General Plan policies that require a range of lot sizes and home sizes (LU-3.2, H-1.7, H-1.8) only apply to larger subdivisions, so there would be no County policy requiring a variety of house or lot sizes for a project built at the existing General Plan density. See Response I-29.

I-36 See Response I-29. The CEQA standard for selection of an alternative is that it feasibly attains most of the basic objectives of the Project but avoids or substantially lessens any of the significant effects of the Project previously analyzed (CEQA Section 15126.6). Recirculation of the commenters’ alternative septic alternative would not be necessary, unless it was a feasible Project alternative, was considerably different from others, and would substantially lessen significant impacts. In this case, the suggested alternative is considered speculative, would offer a density between the Septic Option and the General Plan Density alternatives, and would not substantially lessen impacts.

I-37 See Responses I-29 and I-35.

I-38 See Response I-29.

I-39 The Septic Option Alternative presented in the EIR would have substantially less grading and construction activities than the Proposed Project. It was determined that related environmental impacts (air quality, cultural resources, paleontological resources, noise, and geology and soils) would be reduced due to less grading and landform modification.

I-40 The Septic Option Alternative presented in the EIR would avoid significant impacts to aesthetics that would occur under the Proposed Project. The alternative discussed would have a similar look and feel to the surrounding estate homes, as the Project site would continue to appear as a primarily undeveloped area and aesthetic impacts related to retaining walls and manufactured slopes would not occur.

I-41 Although biological open space was not put into a separate lot in the analysis, the Septic Option Alternative would still reduce the significant impacts to biological resources as compared to the Proposed Project

COMMENTS

RESPONSES

- I-41 cont. since biological and steep slope easements would be placed over 185 acres, as compared to fewer than 40 acres of biological and steep slope easements on the Proposed Project.
- I-42 As depicted on EIR Figures 2.3-3a/b, 4-1, and 4-7, the General Plan Density and Septic Option alternatives evaluated in the EIR include minimum 2-acre lots in the on-site areas with CDC Prime or Statewide Important candidate soils. Accordingly, as outlined in Sections 4.3.2 and 4.7.2 of the EIR, these alternatives would likely result in fewer direct impacts to agricultural resources than the Proposed Project (with the associated Final EIR text modified to clarify this point, see Response No. I-32 for additional discussion of modifications to the General Plan Density Alternative in the Final EIR). As concluded in the EIR alternatives analysis, however, neither noted alternative meet all of the stated Proposed Project objectives.
- I-43 As indicated in Response I-42 above, applicable portions of the site under the General Plan Density and Septic Option alternatives include minimum 2-acre lots in areas with Prime or Statewide Important candidate soils. Accordingly, a number of lots under these alternatives may potentially be subject to the placement of LBZ easements to provide on-site mitigation for Project-related agricultural impacts, rather than (or in combination with) the use of off-site mitigation as identified for the Proposed Project (see Response No. I-32 for additional information). It should also be stated, however, that both of the described on- and off-site mitigation options are allowable under the County Agricultural Guidelines, and either mitigation option would reduce associated impacts to a less than significant level.
- I-44 See Response G-3.

Proposed Alternative Project to be analyzed in re-circulated DEIR

I-45 A “septic-system-mostly” hybrid design with varied home sizes featuring predominantly 3- and 4- bedroom homes with some 2- and 5- bedroom homes on varying lot sizes from 3/4 to 2 or more acres. Newly approved advanced treatment septic system units should be used as required to reach GP allowed density. There should be no more than 23 homes on individual septic systems only in neighborhood 5 per the Harmony Grove adopted Community plan, and no more than 95 homes on the remaining neighborhoods throughout the 239 acres using this design (per GP densities).

I-46 All project homes should allow horse keeping, like the surrounding community, and a public trail system would connect all homes to the larger regional trails. Little community landscaping is necessary. No additional community amenities are necessary, but if provided, there should be provision to share, on a paid basis, with the existing residents. There should be no community-wide gates or walls, and the portion of the development in Harmony Grove should be associated with the name “Harmony Grove” and the portion in Eden Valley should be associated with the name “Eden Valley”.

C. HAZARDS – WILDLAND FIRE RISKS ARE SEVERELY UNDERESTIMATED

I-47 Our greatest concern with this project is the added density proposed in its location given the risk to life and safety from wildfires in the area. In the Coco’s fire in 2014, which burned over 90% of the project footprint, and is not analyzed in the FPP for this project, current residents of Eden Valley and Harmony Grove had difficulties evacuating because of congested road conditions. There is only one narrow two lane road (Country Club Drive) to exit the community, and with only the 80 or so residents of Eden Valley and perhaps another hundred from Harmony Grove, the roads were blocked by horse trailers and traffic, making the exit towards Hwy 78 very difficult as traffic was backed up on Auto Parkway and on Country Club Drive trying to turn onto Auto Parkway. To the West evacuating traffic taking Harmony Grove Road to Elfin Forest Road found itself ensnared in a traffic jam at the corner of Elfin Forest Road and Twin Oaks/San Elijo, with delays of over an hour to try to reach Rancho Santa Fe Road. (see Union Tribune coverage at <http://www.utsandiego.com/news/2014/jun/07/san-elijo-traffic-review-cocos-fire-san-marcos/> and as appendix)) To the East traffic was congested for about an hour along Country Club Drive at Auto Parkway, and along Harmony Grove Road at Kauana Loa.

I-48 The project as described does not improve the infrastructure to evacuate but simply adds up to 380 dwelling unit traffic on the same 2-lane road which has been shown to be inadequate before even one Valiano resident moved in.

I-45 See Response I-29.

I-46 See Response I-7. Neighborhoods 3 and 5 include some lots of appropriate sizes to allow for animal enclosures. For Neighborhood 5, this is consistent with EFHGCP Policy LU-1.5.3. EFHGCP Policy LU-1.9.2 encourages the keeping of equestrian and market animals but is not a requirement. Valiano includes a public equestrian and pedestrian trail system throughout the development. Walls within the EFHGCP area are limited to the northeast and northwest portion of Neighborhood 5 and are noise walls or walls for enhanced fire protection only. Per Section 2.1.5 of the Valiano Specific Plan, walls shall be an extension of colors and materials of adjacent architecture and shall recede into the landscape rather than become a dominant visual feature. Therefore the walls are in compliance with Policy N-1.3 of the County’s General Plan. The Valiano Project area is not a gated community; the exception is the emergency access gate on Hill Valley Drive on the northeast. If the right of way or easement becomes available for use or purchase for Hill Valley Drive; it would then be used as a day-to-day access and not only for emergency purposes and there would be no gate. The name of the Project is not a CEQA issue.

I-47 See Topical Response: Fire/Evacuations. The Project is located within very high to moderate Fuel Hazard Severity Zone and the existing and planned roads provide adequate multi-directional emergency evacuation routes. The Project is located in an area that lends itself to specific access points, which permit travel over emergency evacuation routes leading to the north, west, south and east (see FPP Figure 1, Evacuation Routes Map). A recent positive effect on traffic during an emergency evacuation is the opening of Harmony Grove Village Parkway. This road now connects from Country Club Drive to Citracado Parkway, ultimately connecting drivers to Valley Parkway and I-15. The road has been constructed to accommodate traffic from Country Club Drive to Harmony Grove Road via one travel lane in each direction with a center turn lane, essentially providing a second eastbound lane in case of emergency. From Harmony Grove Road to Citracado Parkway, the road has been constructed to accommodate and enhance traffic movement by providing one travel lane in each direction with a 4-foot striped median.

COMMENTS

RESPONSES

I-47
cont.

Although there is not a commitment at this point in time, the planned improvements and completion of Citracado Parkway and the completion of the Auto Parkway/Country Club Intersection improvement will significantly improve evacuations in the area.

All routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency. Delays are inherent in the state of emergency and the safety personnel have taken such delays into account when the evacuation notices are delivered to specific areas and residents within each area.

The Sheriff's Department, a member of Incident Command, is responsible for evacuation when a fire incident in the area occurs. In recent years, especially after the 2003 and 2007 fires, emergency communication and implementation of evacuations has greatly improved and become much more efficient in providing evacuation information and notifications for evacuations (e.g., the reverse 911 system, and the information and assistance provided by the AlertSanDiego and ReadySanDiego programs).

Fire evacuations are further discussed in Topical Response: Fire/ Evacuations.

I-48

See Topical Response: Fire/Evacuations regarding evacuations. In addition, the Project would improve the infrastructure of the area through off-site road improvements in multiple locations including Hill Valley Drive, Eden Valley Lane, Mount Whitney Road, Country Club Drive, and Kauana Loa Drive; these improvements are described in detail in Subsection 1.2.1.2.

COMMENTS

RESPONSES

I-49 The DEIR does identify some the impacts specific and peculiar to this project: asking neighboring property owners to host and bear the burden for the Fuel Modification Zone for the Project on their own property (sic!), and building structures for occupancy in an area beyond the 5 minute response time mandated by County code from its jurisdictional fire service (SMFD).

I-50 *2.9.2.6 Potential conflicts with the FPP could occur, as follows: a) Certain areas offsite (APNs 232-491-01, 232-491-42, and 232-492-02) will require ongoing fuel modification and these areas may not be within control of the Applicant; b) Certain Project areas (for occupation of structures in Neighborhoods 2, 4 and portions of Neighborhood 3 as shown on Figure 7 of the approved FPP) do not currently have fire service meeting the County's required 5-minute travel time*

I-51 Specific issues with HZ 3-a and 3-b as described include:

- a) The APNs mentioned above are not the only ones affected by the FMZ spilling out of the project envelope, they are just the largest – the FMZ maps shows upwards of 21 affected parcels, and as such the DEIR needs to properly identify them all in order for the public to get a full picture of the burden the project would impose on existing property owners.
- b) None of the owners of the APNs mentioned have been notified by the applicant or the county that their property would be encumbered by an FMZ easement in their favor, and the project cannot move forward without that agreement being secured; this is reminiscent of the situation during the General Plan Update process when this applicant presented project maps to the Board of Supervisors showing several properties as part of their project without bothering to notify or ask the property owners affected.
- c) The very notion of imposing an FMZ on someone else’s private property may well represent a taking by the County for the benefit of a private entity, which exposes County taxpayers to legal liability.
- d) The project should be redesigned to include the entire 150’ FMZ within the project footprint, for the safety of both current and future residents.

I-52 The project should be required to create another ingress and egress to safety via La Moree Road in San Marcos, for which we believe an easement exists from the onsite avocado orchard . That would be the only meaningful mitigation the applicant could offer to offset the documented increased risk they will place the existing community at on page 13 of the FPP :“ *as the density of structures and the number of residents in the interface increases, potential ignition sources will multiply and a large wildfire occurrence increases.*”

FIRE PROTECTION PLAN

I-53 The Fire Protection Plan (Appendix L dated April 2015) does not analyze or include the Coco’s fire in its historical analysis. We believe this is a major flaw and that given the seriousness of the impact of that fire on the proposed project location,

I-49 Section 4.7 has been added to the FPP to provide enhanced mitigation and thereby not require easements from adjacent properties to meet fuel modification requirements. Subsection 2.9.2.6 of the EIR has also been revised.

The SMFD and the County have clarified that by using the new fire station at Harmony Grove Village, the Project would meet the five-minute travel time for emergency services.

I-50 See Response I-49 regarding off-site fuel modification.

I-51 See Response I-49 regarding off-site fuel modification.

I-52 See Responses I-47 and I-63 regarding fire evacuation and the infeasibility of connecting to La Moree Road.

I-53 Section 1.4.4 of the FPP –Fire History clarifies that the 2014 Cocos Fire was included as one of the recent fires that have occurred in this area. This section of the FPP documents the occurrence of large local wild fires. The lessons learned and evaluation of these fires were important for establishing the FPP requirements for the Proposed Project.

COMMENTS

RESPONSES

I-53 cont. which 90% burned down, and surrounding immediate area (with two houses burned on Mt. Whitney in their entirety, and 3 other structures as well as cars and heavy equipment incinerated in the immediate vicinity of the project, plus another 35 structures destroyed elsewhere in Harmony Grove), a full analysis of weather and fire fighting conditions for that specific fire needs to be included in order for decision makers to fully appreciate the potential impact of adding density in a valley prone to devastating fires.

I-54 In addition, the major fire in EF required mandatory evacuation of Harmony Grove residents in 2007, and there were two other small fires in the last 5 years on or immediately adjacent to the project site that required deployment of air tankers and fire crew support and evacuation of nearby Harmony Grove residents. EFHG Fire department and/or Cal fire were first responders and would have dates. Local residents report having evacuated, including horses, a total of 4 times in the last 7 years, underscoring the necessity of clear evacuation routes for this fire-prone community. Yet none of these local fires were reported in the analysis, which therefore does not fully disclose the potential project impacts by omitting such relevant data.

Other shortcomings of and inaccuracies in the FPP include:

I-55 1. Travel times discussed in response time also do not they do not acknowledge the Sprinter crossings that the San Marcos Fire Department *must* cross (either the Barham Road crossing or the Nordahl road crossing) to reach the project site in their calculation of emergency response times.

I-56 2. The project uses adjacent private properties as part of their FMZ, requiring 3 property owners to agree to easements to reduce fuel, while the FMZ extends to many more private properties. These adjacent properties allow horse keeping and the FMZ restrictions on possible locations of animal facilities should be studied and mitigated.

I-57 3. "Fire History" on page 12 makes a brief note of Cocos Fire but does not analyze how it burned nearly the entire project footprint, and what was learned from the fire about fire behavior in the valley. The Figures 3 and 4 only mention 2003 and 2007 fires, omitting the most recent onsite. These should include all fires that required evacuation of residents, which local residents indicate there are two more, one of which included the loss of a small outbuilding.

I-58 4. Even if a fire does not burn on the project site, several nearby brush fires have required evacuation in Harmony Grove, so the impact of fire on residents should not be calculated solely on the number of fires that burned

I-54 See Response I-53 regarding documentation of local fires.

I-55 The calculations of travel times were based on NFPA 1142, Standard on Water Supplies for Suburban and Rural Fire Fighting; 2007 Edition Table C.11 (b). The model does factor in this kind of variable for determining an approximate travel time for fire apparatus. Section 4.1 of the FPP has been revised to address this comment.

I-56 See Response I-49 regarding off-site fuel management.

I-57 See Response I-53 regarding analysis of the Cocos Fire.

I-58 See Topical Response: Fire/Evacuations regarding fire evacuations. The FPP and fire modeling considered the possibility of other fires in the area and not just on the Project site. See FPP Section 3.0 for more information.

COMMENTS

RESPONSES

I-58 cont. the project site.

I-59 5. The Cumulative Impact Analysis fails to mention not only the 2014 fires, but the other fires in last 10 years which have required residents to evacuate.

D. TRAFFIC IMPACTS CANNOT BE MITIGATED SIMPLY WITH TIFs

I-60 The Traffic Impact analysis is deficient in at least the following areas, and needs to be re-circulated once these additional and significant impacts have been measured and analyzed – please also take note of the letter submitted on our behalf by Darnell & Associates and sent with Johnson & Sedlack letter:

- I-61 • Country Club Drive analysis does not discuss back-up at Auto Parkway at rush hour. This is especially acute when the Sprinter runs – forecast to double track (every 15 minutes instead of every 30 minutes) in the future. NCTD indicated the frequency of trains will increase before the double tracking occurs. So trains will be arriving every 15 minutes instead of the current 30 minutes, but this will occur without double tracking at that station. Once the double tracking does occur, the frequency may increase even more. The lack of analysis of this major impact is a serious deficiency of the TIA and needs to be analyzed and re-circulated so the public and decision makers have a more accurate picture of the true impacts of adding more drivers to an already severely impacted area.
- I-62 • Of most concern, no discussion of emergency evacuation given all egress is on Country Club Dr, 2 lane road, and over 50% of existing 80 residences have horses and large animals to evacuate, hence trailers and emergency vehicles impair evacuating traffic. It is particularly difficult to back up or maneuver large trailers and thus these tow vehicle/trailer combinations can quickly clog escape routes and create very dangerous conditions during evacuations where exits are blocked by congestion.

I-63 The following mitigation measure should be added to relieve the impacts of added traffic, especially in case of emergency evacuation: require applicant to study completing a road through to La Moree Road in San Marcos to relieve traffic on Country Club. The developer stated to the community that the City of San Marcos opposed an earlier version of project, which had that road as an egress point. Nevertheless given the project could create a death trap for evacuating traffic, and the fact it is dumping traffic on an LOS F road, this mitigation measure should be made part of the project description and fully evaluated.

I-64 **E. LAND USE – INCONSISTENCY WITH COMMUNITY PLAN**

I-59 The FPP documents that devastating wildfires do occur and have occurred in this area and throughout southern California. The purpose of the FPP Cumulative Impact Analysis is to document how the proposed development and other proposed developments in the surrounding area can contribute to the risk and impact of wildfires, e.g., increased number of structures/dwellings and people and access for fire apparatus and personnel. This FPP establishes and ensures compliance with local and County fire codes and that enhanced mitigation measures are implemented to ensure that wildfires do not create fire safety and welfare concerns for the residents. The fire protection measures defined by the FPP for the Project would significantly improve the safety of the Valiano residents as well as substantially improve the protection of the surrounding neighborhoods in all directions from the Project boundaries. By replacing very combustible native vegetation with ignition-resistant landscaping, ignition-resistant building construction features, fire hydrants, access roads for fire safety personnel to combat any fire potential and fuel modification zones, the development of this community to an area that once contained 100 percent combustible native vegetation would add protection to all the residents of the area and provide additional time to complete a safe and orderly evacuation of the area.

I-60 See below for responses to your specific comments. The letters referenced have been noted, comments have been responded to, and the comments and responses are included as part of the public record.

I-61 An analysis of the Country Club Drive / Auto Park Way intersection during peak AM and PM commuter periods is included in the Project TIA (Table 9-1 of Appendix H of the EIR). The Project is calculated to contribute to a significant cumulative impact at the Country Club Drive/ Auto Park Way intersection. The mitigation for a cumulative impact is typically the contribution of a fair share dollar amount to a future improvement or to physically mitigate for the project’s impact. The TIA recommends a physical improvement which would provide two left-turn lanes on Country Club Drive at the intersection with Auto Park Way.

LLG reviewed the intersection in the field to ascertain the current headways, cycle lengths, and intersection operations. The SPRINTER headways are currently 30 minutes on weekdays between 4:06 AM and 9:21 PM. The current headways mean the SPRINTER services affect the intersection operations every 15 minutes or four times every hour (two trains eastbound and two trains westbound per hour). A 30 minute headway in each direction means that a train will pass by twice an hour in each direction, a total of four times per hour. This equates to a train every 15 minutes. There are 36 signal cycles during a typical hour at the Nordahl Road / Auto Park Way / Mission Road intersection based

I-61
cont.

on the average peak hour cycle length of 100 seconds. Therefore, the SPRINTER only affects the signal operations in 4 of the 36 cycles during a typical hour (four times per hour). This SPRINTER effect frequency represents 11 percent of the signal cycles for which LLG determined a separate analysis assuming the SPRINTER is present was not warranted.

According to the adopted 2050 SANDAG Regional Transportation Plan and Draft San Diego Forward: The Regional Plan, increases in frequency to 20 minutes at the Nordahl Road station are not planned until Year 2025, and double stacking of the tracks is not planned until Year 2035. Even with these planned improvements, there is currently no funding identified to ensure the timely implementation of these increases in service frequency. Additionally, the North County Transit District website currently makes no mention of any improvements/increases in frequency to the SPRINTER line. With SPRINTER frequencies increased to 20 minutes, 6 of the 36 signal cycles will be affected by the future SPRINTER operations. This future SPRINTER effect frequency represents 12 percent of the signal cycles for which LLG determined that a separate analysis assuming the SPRINTER is present was not warranted.

Based on past analyses conducted by LLG for projects located within close proximity to the San Diego trolley, the presence of the SPRINTER adds about seven seconds of delay to the average intersection delay (averaged out over one-hour period). An excerpt of a study completed for the South Santa Fe Reconstruction Project in the County of San Diego where the effects of the new-at-the-time SPRINTER line were evaluated can be found in Appendix F of the TIA. LLG had collected data regarding the frequency of San Diego trolley headways and the average time of gate closure for passing trolleys was recorded at three stations. As a result of that study, the weighted average delay per cycle was calculated at seven seconds. The seven seconds of increase in delay is not enough to change the results of the analysis. In addition, it should be noted that significant cumulative impacts are already calculated at both the Auto Park Way intersection at Country Club Drive and Mission Road. No additional impacts would be calculated. This information has also been included in the EIR Traffic Study.

It should be noted that it is not the standard of practice to add SPRINTER-induced intersection delay to an intersection analysis. In addition, the North County Transit District (NCTD) did not comment on the need for SPRINTER analysis. It should also be noted that the reason increased frequency is planned is to increase ridership. Increased ridership decreases the number of vehicles on the road which would be a net benefit to intersection operations. It should also be noted that while intersection delay would increase with increased frequency, the Project traffic increase, which determines the significance of an impact does not change whether the headways are 15 minutes or 30 minutes.

COMMENTS

RESPONSES

- I-62 The specific needs of animals during evacuation events are understood by emergency responders as a result of experience obtained from prior fire events. This experience has increased the region's ability to mobilize and provide resources needed to evacuate large animals such as horses. In the event of a wildfire, the residents are key for providing evacuation means for their animals, but would be assisted with emergency resources normally available to large animal owners in times of emergency (such as local equestrian groups, Humane Society animal evacuation shelters, and the County Operation Emergency Services [OES] which staffs the Unified Disaster Council [UDC], a joint powers agreement between all 18 incorporated cities and the County of San Diego; the UDC provides coordination of plans and programs countywide to ensure protection of life and property). Evacuations are further discussed in Topical Response: Fire/Evacuations.
- I-63 An evaluation of the connection to La Moree Road was conducted early on in the Project's planning cycle and, as neighborhood feedback for lower density was expressed, the Project dropped the density associated with this parcel and determined the parcels would be Agricultural Open Space. The physical constraints (absent large lot grading operations) of building this road would also be substantial and would include blasting of rock and using large retaining walls.

The DEIR fails to analyze the impacts on community character.

EIR section 1.6: The Valiano project is inconsistent with the Harmony Grove Community Plan **Policy LU-2.2.1**.

Policy LU-2.2.1 *Ensure that the number of urban residences does not greatly exceed that of the rural residences in the greater unincorporated communities of Harmony Grove and Eden Valley.*

Although the project's density falls into the semi-rural category, and the project emphasizes semi-rural elements and themes, the project design features clustered, suburban homes with the majority allowing no horse keeping. Because the associated **Issue LU-2.2.1** specifically calls out an "urban, clustered, or suburban design" as the types of residence this policy is directed toward, and further specifies that this clustered design "threatens the continued existence of the rural residential and equestrian character of Elfin Forest / Harmony Grove," the project's contributions to the urban /rural balance must be calculated and any impacts identified and mitigated.

Calculations:

Per GP - there are various factors to consider, and various ways to calculate:

- Existing residences only or entitlements per current GP?
 - HG has 125 existing residences according to EFF Fire department, Eden Valley has 80, so about 205 existing residences,
 - If we add GP current entitlements for large parcels, Valiano adds 118, so about 320, and Kovach still as SR regional category after the upzone received during the GP Update (from 26 to 210), so we can count it as "rural" at 210 on 110 acres, for a total of 533 rural residences.
- What is the deciding factor to classify a given property as "rural" vs. "urban"?
 - The county proposes to use the SR category as the definition of "rural" even if clustered on tiny lot (see planner comment below). By that count Harmony Grove Village has 742 homes within the Village Limit Line zoned as VR, therefore we would have 205/742 at current build or 533/742 at build out.
 - Or we would argue size of lot and/or whether it is zoned equestrian is a better measure of a truly "rural" vs. "urban" property. To count the condos in Valiano as rural because they are in an SPA zoned SR is plain silly, just as 55 of the HGV lots at the village periphery are zoned equestrian with lot sizes up to several acres, so we can argue these are more rural in nature -
- So, at a minimum, there are 533 existing rural lots in HG/EV and 742 urban going by SR vs. VR designation, or **58% urban, 42% rural**, or 588 rural if we incorporate the 55 HGV equestrian lots vs. 687 urban or **54% urban, 46%**

I-64 See Responses I-3 and I-7 as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

I-65 See Responses G-6 and I-7.

COMMENTS

RESPONSES

rural; urban residences do not greatly exceed rural residences - a carefully crafted compromise

With Valiano

Adding 318 urban residences and subtracting 118 from rural= **1,005 urban and 400 rural or 72% urban vs. 28% rural; urban residences outnumber rural residences two to one**

EIR 2.2.2 Community Recreation Areas The on-site public multi-use trail system should include linkages to the proposed public multiuse trail in Harmony Grove that would connect the HG Village trails with residents to the northeast and through the SDG&E property immediately east of neighborhood 5 to the ERTC trail (leading to business park and hospital). It is listed on the County Master trails Plan. The only way currently to make this connection would be to use the narrow, 5-foot wide DG pathway trail that is adjacent to County Club Drive and is unsuitable for the expected volume of trail users anticipated to use this important commuter trail.

Effects of Land Use Incompatibility Not Analyzed

The EIR fails to consider and analyze the incompatibility of suburban housing densities with equestrian facilities. With over 160 horses currently living in Eden Valley today, the project will be foisting significantly smaller lots than the current larger parcels into an area that was specifically intended to accommodate horsekeeping. Despite lip service in the Valiano plan, there will not likely be horsekeeping on these relatively small parcels. No true equestrian would humanely keep a horse on 1/3 acre. Not only was the San Dieguito Community Plan revised to protect and celebrate the semi-rural setting that is perfect for equestrian businesses as well as individual horse owners, but the County passed an Equestrian Ordinance to promote the continuance of equestrian activities in places just like Eden Valley, and has an extensive trails system suitable for riding in the immediate vicinity.

In short, the County has done everything in its power to help maintain this traditional and important sector of the economy. Indeed, world champion competition horses come out of Eden Valley, with associated support businesses benefitting. All of that is threatened by the Valiano project, and no analysis was done in the DEIR to examine what the effects of a suburban-density project would have on this community. Horsekeeping entails some effects that the general public, especially residents living next door to horse ranches, might find annoying. These include noise from horses themselves, noise from horse events & shows, dust, flies, manure odor and disposal, and most serious, possible conflicts between riders and automobiles. Horses spook easily, and many more cars coming and going will lead to potentially serious accidents. Eventually, due to greater numbers, the suburban homeowners can effectively drive the equestrians out of business.

I-66 In addition to the 5-foot soft surface trail on Country Club Drive, Figure 3-11 of the Specific Plan shows three 10-foot wide soft surface trails connecting Neighborhood 5 to the Harmony Grove Village Project. Final public park design, including driveway and trail locations, will be determined in consultation with County Department of Parks and Recreation (DPR).

I-67 See Response I-46. The County Zoning Ordinance does not set a minimum lot size to allow horse keeping. Based on the setbacks in the Valiano Specific Plan, there is adequate space on a 1/3 acre lot for horse keeping, as shown on EIR Figure 1-9. In addition, the EFHGCP specifically allows livestock on 1/3 acre lots in Policy LU-2.2.2. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis for discussion. The decision whether to keep horses would be made by the future homeowners, who may also become customers for existing equestrian businesses. The proposed multi-use trails would expand riding opportunities in the neighborhood.

I-68 The Project contains horse-friendly elements that contribute to an equestrian-friendly environment that would not threaten current equestrian-related activity and businesses. Portions of the existing equestrian facility in the southeast corner of the Project would be retained as an equestrian staging area (the site would be reconfigured to allow public horse trailer parking and use of an exercise ring). It would be maintained privately, yet open to the public. The Project also would promote equestrian use through the provision of an equestrian trail head area and multi-use trail network. Neighborhoods 3 and 5 would provide lots that would accommodate horses within the County's animal keeping guidelines. In addition, the proposed multi-use trails and pathways would reduce, rather than increase, conflicts between horses and cars.

G. AGRICULTURE IMPACTS ARE NOT EVALUATED PROPERLY

The DEIR fails to properly mitigate the impact of the project on viable agriculture. The applicant proposes to take 36 acres of productive agriculture, previously farmed by a bona fide farmer and turn it over to a suburban HOA to "manage" a "farm manager".

The impact of this mitigation measure would be the following:

- since the "farm manager" would likely be paid much like a landscaper, and the farm under HOA management would actually be subsidized hereby manufacturing unfair competition for bona fide farmers making a living out of farming selling the same crops.
- taking these 16 acres out of the farming market by subsidizing both the operator and through an endowment prevents a bona fide farmer to have a chance to expand or start their operations on land that is increasingly expensive or off limits due to environmental constraints defeating the purpose of agricultural mitigation and the County PACE program.
- Farm acreage managed by an HOA, which has no expertise or experience in agricultural operations, is a recipe for disaster as far as continuing productive agriculture onsite. The HOA's concerns are likely to have more to do with cost, impact of chemicals used in agricultural production on nearby residences, and aesthetics than anything to do with running a viable farm operation. As such chances are that after the 10 year endowment runs out, onsite agriculture would be abandoned and it would likely never be available to farm which was the point of the mitigation.
- Instead the DEIR should make provisions for the land to be leased to a farmer with either at least 15 years of experience, or a college degree in ag and 2 years experience.
- Even better would be the 36.5 acres in agriculture just to be made available with the County agriculture easement in place, the lower entry cost of pure agriculture land would most certainly result in a viable agriculture operation even if it may take a few tries.
- The alternative project with 2 acre lots and agricultural easements should be fully evaluated and analyzed as it is likely to have considerably less impacts on the loss of agricultural resources.

Because of the numerous shortcoming of this DEIR, we respectfully ask that it be re-circulated with the project alternative suggested, and the missing analysis for impacts noted in this document as well as in letters submitted on our behalf by Johnson & Sedlack, JWA & Associates, Darnell & Associates, and Tierradata.

Respectfully,

I-69a The commenter asserts that the EIR fails to mitigate the impact on viable agriculture. However, as described in Subchapter 2.3 and Appendix D of the EIR, the analysis of agricultural resources, Project-related impacts, and required mitigation is based on the County Agricultural Guidelines (Guidelines), with identified impacts and associated mitigation in conformance with applicable requirements. Specifically, the analysis determines that there would be significant impacts to approximately 13.1 acres of "important agricultural resources" (per Guidelines criteria) from the Proposed Project, with associated mitigation in the form of either: (1) providing off-site mitigation for the noted impact area at a 1:1 ratio through the acquisition of agricultural mitigation credits via the County Purchase of Agricultural Conservation Easement (PACE) Program; (2) providing a combination of PACE mitigation credits and establishment of on- and/or off-site agricultural easements (off-site) in appropriate areas (e.g., larger residential or other lots encompassing CDC candidate soils, pursuant to County approval); or (3) purchasing off-site agricultural lands or easements that meet the intent of the County Agricultural Guidelines (and are approved by the County).

The referenced "36 acres" in this comment is erroneously identified as a mitigation measure. The 35.4-acre agricultural easement area is proposed as a Project Design Feature to maintain the availability and viability of this area for potential agricultural operations through the HOA with farm manager/consultant direction. As described in Subchapter 2.3 and Appendix D of the EIR, the proposed development includes a Project Design Feature to establish a 35.4-acre agricultural easement (granted to the County) within the Project site (with applicable text in Final EIR Subchapter 2.3 and Appendix D modified to reflect the following description of the proposed on-site agricultural easement). This easement would protect the availability and viability of the easement area for potential agricultural uses. Specifically, due to the 2014 wildfire event and intermittent drought conditions, the agricultural easement area may not be used as an avocado orchard (with avocados typically requiring high irrigation levels). Rather, the easement area would be managed and maintained to ensure that it is available and viable for agricultural uses as noted, potentially including activities such as "stumping" the remaining and burned (dead) avocado trees; providing erosion, weed and rodent control; and maintaining the irrigation system used for previous agricultural operations. While no specific agricultural activities are currently proposed within the easement area, such uses may include avocados (should water become available again), vineyards and/or other

I-69a
cont.

orchards that require less irrigation (e.g., pomegranates and olives). The agricultural easement would preclude development other than agriculture, uses incompatible with agriculture, and non-agricultural uses (except for the minor exceptions noted in the easement). The proposed 35.4-acre on-site agricultural easement is intended to ensure the availability and viability of the site for agriculture.

The proposed easement would be managed and maintained to protect the availability and viability this area for potential agricultural uses, which could be implemented directly through the HOA (i.e., by retaining a qualified manager/consultant/operator), or through options such as leasing or selling the easement parcel to a third party for agricultural development. An Agricultural Maintenance Agreement between the easement land owner(s) or lessee(s) and the County of San Diego would require proper maintenance of the 35.4-acre agricultural easement. The Agreement would be transferred to an individual property owner/lessee or the HOA as necessary, to the satisfaction of the Director of County PDS, with the associated text in Subchapter 2.3 and Appendix D of the Final EIR modified to reflect these elements:

- The property owner(s), lessee(s) and/or HOA will employ a qualified manager/consultant to maintain the 35.4-acre easement area in perpetuity and ensure that it is available and viable for associated potential agricultural uses. This may include activities such as “stumping” the remaining and burned (dead) avocado trees; providing erosion, weed and rodent control; and maintaining the irrigation system used for the previous agricultural operations (as outlined below). Agricultural fencing and signage shall be installed along the easement boundaries prior to approval of Project Grading and/or Improvement Plans, and shall be maintained as necessary.
- Signage will be corrosion resistant, a minimum size of 6 inches by 9 inches, spaced 100 feet apart, attached to fencing not less than 3 feet in height from the ground surface, and will state “County Easement: Agricultural Uses Only (Project Ref: TM 5575).”
- The wells and water distribution facilities used for previous agricultural operations within the 35.4 acre easement area will be properly maintained (including replacement as necessary). Specifically, the irrigation system will be maintained in an operable condition so that it is available for potential future agricultural use within the easement area, unless additional and/or replacement facilities are required/proposed. This could entail grading and construction for installation of additional (or replacement) wells and related facilities, as well as infrastructure for delivery of recycled water (when available) to supplement or replace the use of groundwater for agricultural irrigation.
- The Project’s HOA agricultural operations budget will include

I-69a
cont.

10 years of maintenance operations, under the direction of a farm manager/consultant, unless conveyed or leased to a third party operator, which will develop and implement the maintenance operation based on an endowment or letter of credit to fund the proposed farming operation for 10 years. The cost estimate will be generated by the Project applicant and/or HOA and approved by the Director of PDS.

In response to the first bullet, potential agricultural operations within the proposed easement would be directed by a qualified farm manager/consultant/operator and subject to the same physical, economic and other conditions as any other local agricultural operation (e.g., irrigation, infrastructure, and maintenance costs, etc.). There is no evidence to support the claim that the proposed easement and related activities would be "...manufacturing unfair competition..." as asserted in this comment.

In response to the second bullet, the proposed 35.4-acre agricultural easement would not result in "...taking these 16 [sic] acres out of the farming market..." as stated in this comment, but rather would ensure that this area is available and viable for agriculture as part of the long-term Project site operation. As indicated above in this response, the proposed easement and associated potential agricultural use is not considered to represent any type of "unfair competition" or an impediment to other (off-site) agricultural operations, as any potential on-site agricultural uses would be subject to similar related conditions such as cost, market fluctuations, and climatic variations. The conditions of approval do not commit the HOA to produce a particular crop. Additionally, as previously noted, the proposed on-site agricultural easement and related operations do not comprise mitigation (with separate mitigation required as stated), and therefore do not require conformance with the County Agricultural Guidelines and/or the PACE Program.

In response to the third bullet, the farm manager/consultant would be employed by the property owner(s) and/or HOA as described, and the farm manager/consultant would oversee the easement area (i.e., not the property owner[s] and/or HOA). Agricultural activities conducted within the easement area would be directed by individuals who possess appropriate agricultural expertise and experience as noted to conduct the described farming operation (e.g., a qualified manager/consultant/operator, or lessee), with potential issues related to costs and interface conflicts similar to any comparable local agricultural site.

It should also be noted that agricultural operations have been conducted within the proposed 35.4-acre easement area (as well as adjacent and nearby on-/off-site locations) over the past several decades, with no known substantive issues related to interface conflicts (including off-site residential properties to the north and east in closer proximity to agriculture uses than the proposed residential sites in Neighborhood 4). The assertion that "...after the 10 year endowment runs out, on-site agriculture would be abandoned and it would likely never be available to farm..." is speculative and unsupported by the conditions proposed

COMMENTS

RESPONSES

- I-69a cont. to be attached to the associated Agricultural Maintenance Agreement. Specifically, as listed above, a qualified farm manager/consultant would oversee the 35.4-acre easement and ensure that this area is available and viable for agriculture in perpetuity.
- I-69b Please refer to response I-69a. Leasing has been added as an option, as suggested by this comment.
- I-69c In response to the fifth bullet, any potential agricultural activities conducted within the proposed 35.4-acre on-site agricultural easement would be managed by an individual (or individuals) with agricultural expertise and experience. Accordingly, any associated agricultural operations, while subject to similar market, climatic and other conditions as comparable local agricultural sites, would be anticipated to be viable and ongoing.
- I-69d In response to the final bullet, applicable portions of the site under the General Plan Density and Septic Option alternatives include minimum 2-acre lots in areas with CDC Prime or Statewide Important candidate soils. Accordingly, as outlined in Sections 4.3.2 and 4.7.2 of the EIR, these alternatives would likely result in fewer direct impacts to agricultural resources than the Proposed Project (with the associated EIR text modified to clarify this point; see Responses I-32, I-42, and I-43 for additional discussion of modifications to the General Plan Density Alternative in the EIR). As concluded in the EIR alternatives analysis, however, both noted alternatives would fail to meet most of the stated Proposed Project objectives.
- I-70 The issues raised in this letter have not included significant new information. The County respectfully disagrees that the EIR needs to be re-circulated based on the responses provided to the comments contained in your letter.

COMMENTS

RESPONSES

Bill Osborn,
Co-Chair
Friends of Eden Valley For responsible Development

Attachment: Union Tribune article 6/5/2014

CC: Greg Cox
Bill Horn
Dianne Jacobs
Dave Roberts
Ron Roberts
Mark Wardlaw

COMMENTS

RESPONSES

Cocos fire traffic jams to be reviewed
By [Teri Figueroa](#) 11 A.M. JUNE 7, 2014



Traffic backs up along San Elijo Road at its intersection with Elfin Forest Road during the Cocos fire on May 14. — *Photo courtesy Randy Houghton*

SAN MARCOS — Within the first two hours of the Cocos fire, with black smoke cresting the hill and winds whipping west, hundreds of San Elijo Hills residents decided it was time to get out.

But the main road out of town was clogged with neighbors also intent on leaving. Many said it took an hour or more to get through the gridlock.

“Trying to remain calm and not panic — that was probably the scariest part. (I had) that feeling of ‘stuck,’” said resident Alicia Stephens, who hit the road with her three young children not long after the fire started.

That traffic tie-up is on the list of things San Marcos officials want to evaluate in the aftermath of the fire to determine what worked and what needs a fix.

I-71

This comment is an attachment of a news article dated June 7, 2014 titled, Cocos fire traffic jams to be reviewed, by Teri Figueroa. It recounts the difficult and terrifying evacuation during that fire. This is not a comment on the EIR and no response is required.

COMMENTS

RESPONSES

"You learn from every event, and we will do that here," San Marcos Councilman Chris Orlando said last week.

The Cocos fire started around 3:30 p.m. May 14 in the hills behind Cal State San Marcos. Over the next few days, it burned nearly 2,000-acres in San Marcos and Harmony Grove, and destroyed three dozen homes. It came with a price tag upwards of \$10 million, between firefighting efforts and recovery.

Within hours of the blaze erupting, thousands of people fled their homes including those in master-planned San Elijo Hills community on the south side of Double Peak Park, a San Marcos hilltop with panoramic views of North County.

There are essentially three ways out of San Elijo Hills, and all rely on the main route through the community — San Elijo Road. Nearly all the residents use that road to access their neighborhoods.

To the west, San Elijo Road hits Melrose Drive and Rancho Santa Fe Road. To the east, it becomes South Twin Oaks Valley Road. There is also Elfin Forest Road, a backcountry route into Escondido through brushy open space that burned in the 1996 Harmony Grove fire.

On the afternoon of May 14, people fleeing San Elijo Hills weren't heading onto South Twin Oaks — that's where the fire was coming from. Most headed to San Elijo Road with plans to go west.

But the number who wanted out and the time of day — rush hour — left traffic at a standstill.

Longtime resident Dustin Smith said he packed up his pets and headed off about 4:15 p.m., but couldn't leave his gated Promontory Ridge community. In front of him was a line of vehicles backed up even before the gate. Those drivers were waiting for their turn to squeeze onto another packed road, one that eventually led to an already-full San Elijo Road.

"It caused for a lot of anxiety," Smith said, adding that the drivers appeared to remain calm in the face of the gridlock. "But in the moment, you realize that if you start seeing flames up the hill, you gotta run out of there, because you would not make it out in a car."

He said he gave up, tried again an hour later but found the same situation. Tried again shortly after 6 p.m. and finally found roads clear enough to leave.

Resident Marla Trussell said she had packed up but stayed until midnight.

I-71
cont.

COMMENTS

RESPONSES

"I didn't want to get stuck in a huge crush and stampede of people leaving," Trussell said. "That situation looked more dangerous than the fire," which she said she surmised was still at a distance.

"At the end of the day, we need more ingress and egress out of this community — and I have no idea how they are going to do that," Trussell said.

Sheriff's Capt. Scott Ybarrondo, who runs the San Marcos station, said deputies were initially deployed to go door to door to evacuate neighborhoods facing the most immediate fire threat, including Coronado Hills, just east of San Elijo Hills.

From there, some deputies were moved to San Elijo to help with evacuations and to direct traffic.

Eventually, once there was enough manpower for road closures, traffic on all lanes of San Elijo Road was directed westbound toward Rancho Santa Fe.

Ybarrondo said his department will meet with other agencies — including the city, CalTrans, and the California Highway Patrol — to delve into what went well during fire evacuations and what improvements need to be made.

"My biggest message is that we had no serious injuries and no loss of life," he said. "No matter how successful we are, we always want to be better — and that is what we are going to do in this case."

Councilman Orlando, a San Elijo resident, said reviews of the incident can bring about improvements. He pointed to concerns residents raised in 2007 regarding lack of information from the city during wildfire evacuations at that time. That led directly to continual fire-related updates on the city's website during the Cocos fire, he said.

"You are obligated to learn what you can, and be better next time," he said.

Orlando also said that what is most important is that everyone affected by the Cocos fire got out safely.

None of the property losses were in San Elijo. Residents said they were relieved that the fire never hit their community, and repeatedly expressed gratitude to the first

I-71
cont.

COMMENTS

RESPONSES

I-71
cont.

responders and firefighting efforts. Stephens also noted her joy at seeing the community come together after the fire.

“That was wonderful to see good come from something so terrible,” she said. “But being stuck and not being able to get away was terrifying.”

ⁱ EFHG Community Plan.

http://www.sandiegocounty.gov/pds/docs/CP/ELFIN_FOR_HARM_GROVE_CP.pdf

ⁱⁱ “*There is a lack of established neighborhoods, as well as public services. As such, there is no existing community on site to divide.*” PDS2013-SP-13-001-DEIR-Chap3.1.4-Land-Use-Planning.pdf

JWA J. Whalen Associates, Inc.

Balancing the needs of the environment with those of business.

June 15, 2015

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RE: Comments on the Draft Environmental Impact Report for the Valiano Specific Plan

Dear Ms. Ehsan:

On behalf of our clients, Friends of Eden Valley and the Elfin Forest Harmony Grove Town Council, we appreciate the opportunity to provide comments on the draft Environmental Impact Report (DEIR) for the proposed Valiano Specific Plan. We have concerns about the adequacy of the document's analyses of fire and traffic impacts, as well as the omission of an analysis of an alternative that would utilize alternative septic. The following letter will discuss these issues.

The DEIR Should Have Analyzed an Alternative Onsite Wastewater Treatment Systems Alternative

An EIR must discuss project alternatives. CEQA Guidelines § 15126.6(a). The "range of potential alternatives [. . .] shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." CEQA Guidelines § 15126.6(c).

The Valiano DEIR proposes an on-site wastewater treatment and water reclamation facility to treat wastewater¹ instead of septic, as required by the San Dieguito Community Plan (Elfin Forest - Harmony Grove)² The DEIR also evaluated six alternatives: No Project/No Development

¹ Valiano DEIR, Chapter 1.2.1.1, p. 1-7 to 1-10.

² San Dieguito Community Plan (Elfin Forest - Harmony Grove) (2011), Policy CM-10.2.1: "Require all proposed new development to use septic systems with one septic system per dwelling unit."

J-1

J-1

The comment is introductory and expresses concern about the adequacy of the DEIR's fire and traffic analysis and omission of analysis for use of alternative septic. See Topical Responses: Fire/Evacuation and Sewer, and responses to specific comments, below.

J-2a

J-2a

The commenter is correct that the DEIR evaluates six alternatives including a Septic Option Alternative. The DEIR considered a range of reasonable alternatives that feasibly accomplish most of the basic objectives of the Project and avoid or substantially lessen one or more significant effects. Alternative wastewater treatment systems (Alternative Septic - AS) referred to in this comment were not permitted directly through the County and were not accepted according to County design standards and principles at the time the DEIR was prepared so there was no opportunity to evaluate it as an alternative. The Septic Option Alternative analyzed in Subsection 4.7 of the DEIR was based on the assumption that "...each house could have five bedrooms and each lot could be at least 5 acres in size to accommodate septic systems." Pursuant to the Final County Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems which was issued after the Notice of Preparation was issued for the Project, this assumption has been changed to allow minimum 2-acre lots (with the number of potential bedrooms per house to remain unchanged). Accordingly, the revised Septic Alternative

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J-2a cont. Alternative, General Plan Density Alternative, Reduced Grading Alternative, Biologically Enhanced Alternative, *Off-site Sewer Options Alternative, and Septic Option Alternative*.³ In addition to these last two alternatives, the DEIR should have evaluated a project alternative incorporating alternative Onsite Wastewater Treatment Systems (OWTS).

J-2b Alternative OWTS includes advanced treatment in addition to the primary treatment that occurs in the septic tank.⁴ Alternative OWTS should be evaluated as an alternative because it would allow the Valiano project to be consistent with the septic policy of the San Dieguito Community Plan (Elfin Forest - Harmony Grove) and achieve a more robust unit count than the Septic Option Alternative.⁵ The DEIR concludes the Septic Option Alternative would “fail to meet all of the Proposed Project objectives[.]”⁶ The DEIR does not explicitly state which of the objectives would not be met, but 35 single-family residences on five-acre lots – the development limit with conventional septic – would presumably fail to provide a variety of lot sizes, increased density, or a range of housing types.⁷

J-2c

J-2d Alternative OWTS, however, would allow the Proposed Project to utilize septic, thus conforming with the Community Plan, *and* achieve the project’s stated objectives, including accommodation of a variety of lot sizes, increased density, and a range of housing types. Because alternative OWTS would meet most of the basic objectives of the Proposed Project and could avoid or lessen significant impacts associated with the project, the DEIR should be revised to include evaluation of an Alternative OWTS Alternative.

The DEIR Should Be Recirculated to Include an Evaluation of Alternative OWTS

J-3a Because the Valiano DEIR failed to include an evaluation of an alternative OWTS alternative, the DEIR should be revised and recirculated. Per CEQA Guidelines § 15088.5(a), if new significant information is added to an EIR after public notice but before certification, it must be recirculated. Significant new information includes: “[a] feasible project alternative [. . .] considerably different from others previously analyzed [that] would clearly lessen the significant environmental impacts of the project [. . .].” CEQA Guidelines § 15088.5(a)(3). An alternative OWTS alternative would present a feasible project alternative, different from both an on-site wastewater treatment facility or conventional septic, that would lessen the significant environmental impacts of the project.

J-3b Table 4-1 of the DEIR, “Comparison of Project Alternative impacts to Proposed Project Impacts,” clearly shows the Proposed Project causing significant but mitigable impacts with respect to most of the environmental issue areas. In comparison, the Septic Option achieves *less impacts* with respect to *all* the environmental issue areas, and improves upon the Proposed Project by achieving less than significant impacts in aesthetics, air quality, noise, paleontological

³ Valiano DEIR, Chapter 4, p. 4-1 (italics added)
⁴ See County of San Diego Board Letter, June 10, 2015 and June 24, 2015, “Approve Amendments to Division 8 of Title 6 of the San Diego County Code of Regulatory Ordinances to Adopt and Implement a Local Agency Management Program for Onsite Wastewater Treatment Systems (6/10/15 - First Read; 6/24/15 - Second Reading (Districts: All),” p. 4.
⁵ The septic option would only accommodate 35 single-family residences. See Valiano DEIR, Chapter 4.7, p. 4-38.
⁶ Valiano DEIR, Chapter 4.7, p. 4-41.
⁷ See Valiano DEIR, Chapter 4.1, p. 4-2 to 4-3.

J-2a cont. included in Subsection 4.7 of the FEIR is based on 2-acre minimum lots and up to five bedrooms per unit, with a total of 58 lots (compared to the 35 lots in the DEIR). Based on the previously described LAMP, related amendments to the San Diego County Code of Regulatory Ordinances (Division 8 of Title 6), and comments received during the EIR public review process, the Septic Option Alternative has also been expanded to include consideration of both conventional and alternative on-site wastewater treatment system (OWTS) designs. Therefore, an additional alternative is not required as both type of septic systems are analyzed in the EIR. See Topical Response: Septic and Response I-29.

J-2b See Topical Response: Septic and Response I-29.

J-2c There are numerous Project objectives articulated in the EIR and accompanying Specific Plan including, but not limited to, the provision of needed housing in proximity to infrastructure, places of work and transportation. The preservation of resources and a balanced, contemporary approach to planning a new community require the careful balance of many considerations.

J-2d See Topical Response: Septic and Responses I-29 and J-2a.

J-3a See Topical Response: Septic and Response I-29. The Septic Option Alternative has been expanded to include consideration of both conventional and alternative on-site wastewater treatment system (OWTS) designs. Therefore, an additional alternative is not required as both type of septic systems are analyzed in the EIR. Based on existing site conditions, the conventional septic would allow 58 units and the alternative sewer would allow 66 units. Impacts are very similar between the conventional and alternative systems. Therefore, recirculation of the EIR is not required. Additionally, if the objective is to achieve the desired general plan densities, please be advised that Subchapter 4.3 the DEIR studied that alternative.

J-3b The impact conclusions would not be less than significant as stated by the commenter, but most issue areas would also require mitigation as with the Proposed Project (aesthetics, noise, paleontological cultural, and biological). Based on the updated Septic Alternative contained in Subchapter 4.7 of the EIR, the alternative septic alternative would have impacts similar but slightly higher than the conventional septic alternative (66 homes versus 58 homes), which slightly reduces impacts in every impact area. The commenter posits that alternative septic would allow a more robust lot yield, but this would be likely to have impacts similar to the existing General Plan density alternative that reduces impacts in aesthetics, air quality, noise, paleontological resources, transportation/traffic, and geology. In either case, an alternative septic alternative would not add significant new information to the EIR.

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J-3b cont. resources, and transportation/traffic. An alternative OWTS alternative would likely exceed the impacts of the Septic Option because alternative OWTS would allow for a greater number of units; nevertheless, if evaluated, alternative OWTS may have impacts closer to those of the Septic Option than to the Proposed Project. If an alternative OWTS alternative is evaluated and determined to be feasible, the DEIR should be revised and recirculated to allow public review of this significant new information.

The DEIR Inadequately Analyzes Transportation/Traffic Impacts

J-4a The Proposed Project is situated in a "bowl" shape valley, prone to fire, including the recent Coco's fire. Despite the probability of a fire occurring that will prompt an emergency evacuation - where all the residents and equestrian businesses will be seeking to evacuate simultaneously - the DEIR and transportation/traffic study failed to analyze the scenario where residents of Eden Valley, Elfin Forest, and Harmony Grove are all attempting to evacuate their homes. This is an especially problematic omission because the DEIR concludes "a significant impact to the Country Club Drive roadway segment between Auto Park Way and Hill Valley Drive in the City of Escondido under Existing Plus Project conditions would occur (Impact TR-1a)."⁸ This conclusion fails to consider the natural follow-up question whether this roadway segment would be able to safely accommodate the traffic spike in the event of an evacuation scenario. The DEIR should be revised to include a modeled projection of roadway traffic in the event of an evacuation and to analyze whether an unacceptable risk to public safety would occur during an emergency.

J-4d A second transportation/traffic issue that was inadequately analyzed is Hill Valley Drive. The DEIR explains Hill Valley would need to be improved to a graded width of 28 feet and an improved (paved) width of 24 feet: "[t]hese improvements would allow Hill Valley Drive to meet the private road standards[.]"⁹ Yet, these improvements are not proposed; instead, the Proposed Project discusses a design exception: "a design exception has been granted by the County PDS for one section of this road [. . .] that would only be improved to 20 feet wide due to easement access issues."¹⁰ As with the traffic issues on Country Club Drive between Auto Park Way and Hill Valley Drive, this design exception is not analyzed in the context of an emergency evacuation. Presumably, the County maintains design standards for a reason - why an exception to these design standards is appropriate here should be explained and justified; or, the design exception disallowed.

The DEIR Inadequately Analyzes Fire Safety

J-5a Fire safety and transportation/traffic are closely related for the Proposed Project, but the nexus between the two is inadequately analyzed in the DEIR. As discussed above, the DEIR fails to address transportation/traffic impacts from an evacuation scenario and fails to adequately justify a design exception to the private road standards for Hill Valley Drive. In turn, the Fire Protection Plan fails to address the risks of inadequate roadways during an evacuation scenario

⁸ Valiano DEIR, Chapter 2.8.2.3, p. 2.8-12 (emphasis in original).

⁹ Valiano DEIR, Chapter 2.8.2.10, p. 2.8-21 (emphasis added).

¹⁰ Valiano DEIR, Chapter 1.2.1.2, p. 1-11.

J-3c See response J-3a

J-4a See Topical Response: Fire/Evacuations. Regarding Impact TR-1a specifically, while the TIA (Appendix H of the EIR) does conclude a significant impact on Country Club Drive, improvements to mitigate several impacts would be completed by the Project. Preparing a LOS operational analysis of Country Club Drive for a full evacuation of the area is not the County's standard of practice and would not be useful due to the variables that cannot be included in modeling. Note that while the impact on Country Club Drive north of the Project would be both direct and cumulative, the Project includes improvements that would reduce impacts to before Project traffic levels.

J-4b The commenter asks if Country Club Drive north of the Project would be able to safely accommodate the traffic spike in an evacuation. Since circulation of the DEIR, the City of Escondido has required a center turn lane in the city segment of Country Club Drive (see Response E-12). In an emergency it would also be available for safety responders to use or for the Sheriff to use in directing traffic. The accommodation has been made to mitigate the Project's contribution to traffic impacts. The Project change does not result in impacts that require recirculation under CEQA because they do not result in important new information. See Response J-4a.

J-4c The comment requests a model of traffic during evacuation. Preparing a LOS-based operational analysis of Country Club Drive for a full evacuation of the area is not the County's standard of practice and would not be useful due to the number of variables that cannot be accurately included in modeling.

J-4d The Project would improve private roads to meet the County's Private Road Standards, with an exception for a portion of Hill Valley Drive. See Response E-6. The Project would also improve the intersection at Hill Valley Drive and Country Club Drive. Section 12.0 of the TIA contains an analysis of Hill Valley Drive and the Hill Valley Drive intersection at Country Club Drive. For the short distance where Hill Valley Drive is 20 feet in width, vehicles, including fire apparatus, would be able to pass and the width would not prevent fire apparatus from gaining access to a potential fire within the Project area or prevent those evacuating from leaving the area. SMFD and County PDS support the design exception to allow emergency access on this road.

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- J-4e The comment questions how the Hill Valley Drive exception would operate during an emergency evacuation. As mentioned, the road would be gated at the Project because it would be used for emergency access. For the short distance where Hill Valley Drive is 20 feet in width vehicles, including fire apparatus and horse trailers, would be able to pass. It is a straight segment of road with available sight distance and this would not prevent fire apparatus from gaining accessing to a potential fire within the Project area or for those evacuating to leave the area. SMFD and County PDS support the road design exception because the added traffic is only for emergency access. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR.
- J-4f The comment questions the allowance of design exceptions in light of standards. The County has a process for requesting exceptions to Design Standards because not all facilities can fit the standard due to physical or other limitations. As discussed in Response E-6, a design exception was allowed because it was determined that the exception would not adversely affect the safety and flow of traffic in this area due to the following reasons: the Project conforms to all Fire Code access standards without the excepted access; only the Project's emergency traffic would likely utilize the narrower section due to its location near the gate; and that the SMFD found the reduced improvement and easement width to be acceptable. In addition, Section 12.0 of the TIA contained in Appendix H of the EIR includes an analysis of Hill Valley Drive and the Hill Valley Drive intersection at Country Club Drive.
- J-5a The nexus between fire safety and transportation/traffic is illustrated in the TIA. The FPP has been revised to document and illustrate the emergency evacuation routes and roadway improvements to be accomplished by the Project. Ingress and egress would be adequate in the event of an emergency.
- J-5b Previous responses have adequately addressed these comments and there have been appropriate revisions to the FPP. The additions to the FPP are clarifications and do not rise to the level of important new information that would require recirculation of the EIR under CEQA. See responses E-6 and J-4e.

COMMENTS

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J-5b
cont.

and the magnitude of risk to public safety during such an event. The Fire Protection Plan should be revised to address these issues.

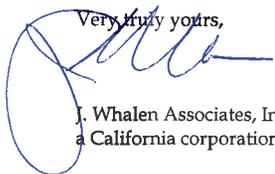
J-5c

The Fire Protection Plan notes that the Public Facilities Element of the County General Plan sets a policy for a five-minute response time by the first-in engine company for a fire suppression incident.¹¹ Yet, the nearest station, San Marcos Fire Department Station #3 at 404 Woodland Parkway, has an approximately 7.0-minute response time and the nearby Escondido Fire Department Station #6 at 1735 Del Dios Road has a 5.9-minute response time.¹² The Plan goes on to explain, “[t]he preferred option that could provide and/or meet the required travel time of 5 minutes for the Valiano Project is the future new fire station for the Harmony Grove Village Development [. . .]”¹³; yet, emergency service has yet to be negotiated with this new station.¹⁴ For a project in a fire-prone area, failure to conform with the General Plan’s response time policy and failure to negotiate the terms of an agreement for adequate service from the new station are unacceptable deficiencies.

Conclusion

J-6

This letter has identified a major overlooked, but feasible, project alternative omitted from evaluation and identified two areas of study - fire and traffic - where we believe the DEIR inadequately analyzed the Proposed Project’s impacts. To sum, we urge County of San Diego Planning and Development Services to revise the DEIR to include an evaluation of an alternative OWTS alternative and recirculate the revised document for public review; additionally, the issues of fire safety and traffic must be better addressed and adequately analyze all potential impacts and risks, including an evacuation scenario and whether the local roadways would be able to effectively provide for the safe and efficient of residents during an emergency.

Very truly yours,

J. Whalen Associates, Inc.,
a California corporation

by: James E. Whalen
President

¹¹ Valiano Fire Protection Plan (Firewise 2000, Inc., 2015), p. 23 of 92.
¹² Valiano Fire Protection Plan, p. 24 of 92.
¹³ Valiano Fire Protection Plan, p. 25 of 92.
¹⁴ Valiano Fire Protection Plan, p. 27 of 92.

J-5c

Section 4.1 of the FPP has been revised to include more recent agreements and approvals for meeting the five-minute travel time by the first-in fire apparatus and to include that the temporary Harmony Grove Fire Station became operational in October 2015.

J-6

The comment is a summary conclusion statement and Responses J-1 through J-5 address the stated concerns.

COMMENTS

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VIA U.S. MAIL AND E-MAIL

June 15, 2015

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Re: Valiano Specific Plan, SCH NO. 2013061042—Public Comments on Draft Environmental Impact Report

To the County of San Diego:

K-1

The following comments are submitted on behalf of the Elfin Forest Harmony Grove Town Council regarding the Draft Environmental Impact Report (DEIR) for the Valiano Specific Plan Project.

The DEIR is inadequate and further analysis and mitigation is required for the reasons discussed below. In addition, we urge the County to deny the proposed General Plan Amendment. Developing the property according to existing General Plan designations would lessen or eliminate many of the adverse environmental impacts and issues associated with this development Project. Alternatively, the adoption of an alternative to the Project involving fewer units and/or a smaller development footprint would help to alleviate the adverse environmental changes posed by the Project as designed.

General Comments – Proposed Project

K-2a

The Project is described as the development of 326 residential units (277 single family residential and 49 detached condominiums) on a 239-acre site located in a “semi rural” area of Eden Valley/Harmony Grove in unincorporated San Diego County.

Among other discretionary actions, the Project requests a General Plan Amendment to change the site’s land use designations from SR-1 and SR-2 to SR-0.5. Existing General Plan land use designations would allow 118 homes on the site; if approved, the General Plan Amendment will allow the construction of 326 homes. Approximately 54 secondary units would also be permitted in some areas. Thus, **if approved, the General Plan Amendment will allow nearly three times the density currently permitted.** The Project additionally includes a request to rezone the property from A70 (Limited Agriculture) to S88 (Specific Plan).

K-2b

The Project will be developed pursuant to a Specific Plan and the development divided among five Neighborhoods. According to the DEIR, the Neighborhoods will be constructed in

K-2c

K-1

Introductory comment noted. Certain alternatives analyzed in the EIR would result in fewer units and/or footprint than the Proposed Project, such as the Reduced Grading Alternative, the Biologically Enhanced Alternative, the Septic Option Alternative, and the General Plan Density Alternative. As stated in the EIR, these alternatives would reduce or avoid some of the Proposed Project’s environmental impacts. However, these alternatives would not meet all of the Proposed Project’s objectives.

K-2a

This comment is consistent with the information in the EIR.

K-2b

This comment is consistent with the information in the EIR.

K-2c

This comment is consistent with the information in the EIR except for the highest manufactured slope height, which would be 76 feet.

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K-2c cont. phases, with Neighborhood 5 being constructed first. Grading will occur over 127 acres or 52% of the site, resulting in 928,000 cubic yards of balanced cut and fill. Grading will result in an elevation change from 1,013 feet to 810 feet in the northwestern area of the Project site. Grading will also occur for off-site improvements, resulting in 6,200 cubic yards of export for the Mt. Whitney Road improvements. Grading will occur over a 2-year period. Blasting and ripping to remove hard rock is expected. The Project requires construction of manufactured slopes, some as high as 57 feet. There will also be “numerous” retaining walls ranging from 2 to 20 feet in height and between 41 to 523 feet in length (DEIR p. 1-21), a sound wall in Neighborhood 5, and extensive fencing. The EIR suggests that the private development will be gated, but it is unclear if that is the case.

K-2d According to the DEIR, the Project site is currently used for commercial agriculture with “extensive” areas of active avocado orchards and for beekeeping. Agricultural uses have occurred continuously on the site since the 1960’s and 1970’s. The site’s topography consists of hills and ridgelines, primarily with a north-south trending ridge. A large knoll exists in the southeastern portion of the site. Site elevations range from 1,013 feet above sea level along the ridge at the northwestern site boundary and 614 feet above sea level along the southwestern boundary. Surrounding uses include large lot and open space areas located to the east and west. A large avocado farm exists to the south. The urban development farther to the north and east in the cities of San Marcos and Escondido described in the Project Description is neither visible nor easily accessible from the project site, being located over a mile away.

K-2e The Project includes a request for a Major Use Permit for the construction of a new wastewater treatment plant to be operated by the San Diego County Sanitation District. LAFCO action is necessary for the annexation of the site into the County Sanitation District for sewer service. Water service will be provided by the Rincon del Diablo Municipal Water District according to the DEIR. On-site infrastructure will include two additional lift (pump) stations located in the northern and eastern portions of the site in order to pump water to higher elevations. Fire service would be provided by the San Marcos Fire Department and the Harmony Grove Village Fire Station according to the DEIR.

K-2f The Project including the wastewater treatment plant is calculated to generate 3,786 average daily vehicle trips (ADT), with a total of 304 trips during the AM peak hour and 376 trips during PM peak hour. Project access is proposed via Eden Valley Lane, Mt. Whitney Road, and two future access driveways south of Mt. Whitney Road, all connecting to Country Club Drive, a two-lane road. Emergency access may also be provided via Hill Valley Drive (currently a dirt road). Road improvements as to all access roads are necessary. Exceptions from County requirements for sight line distance has been requested as to Mt. Whitney Road.

K-2g The DEIR states that 66 projects will result in the addition of 15,494 housing units in the vicinity. Among other nearby projects, the Harmony Grove South project (currently under construction) adds 742 single family homes on 468 acres to the south of the Project site.

The Project is subject to the County of San Diego General Plan (adopted 2011) and the San Dieguito Community Plan as well as the Elfin Forest Harmony Grove (EFHG) portion of the Community Plan (adopted 2011 and amended 2014). The southern portion of the site falls within the Harmony Grove portion of the EFHG Community Plan. The northern portions of the site fall within the Elfin Forest portion of the EFHG Community Plan.

The DEIR concludes the Project will have significant and unavoidable impacts as to aesthetics (short-term), air quality (cumulative – construction; direct and cumulative - operational) and traffic.

K-2d The Project entrances would not be gated. However, one emergency access to the Project site off Hill Valley Drive would be gated; no daily access would be allowed. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR.

K-2e The information in the comment is paraphrased from the Project Description text, including on-site land uses and topography, as well as surrounding land uses, and is generally accurate. Because this comment does not include any questions or comments on the EIR analysis or related considerations, no response is required.

K-2f The statement that “...urban development farther to the north and east in the cities of San Marcos and Escondido described in the Project Description is neither visible nor easily accessible from the Project site, being located over a mile away” is partially accurate. The urban development to the north is not visible because of the Project’s open space and topography. However, the urban development to the east is visible. The urban developments would be accessible from the Project site, as the closest driving distance from the Project site to the closest area of urban development to the west (Escondido) would be approximately 1.0 mile driving distance and the closest area to the urban development to the north (San Marcos) would be approximately 0.8 mile driving distance. The Project Description’s characterization of portions of the surrounding area to the Project as being urban is accurate. Because this comment does not include any questions or comments on the EIR analysis or related considerations, no additional response is required.

K-2g This comment is consistent with the information in the EIR except that there would only be one pump station (see Figure 1-19a for location) to pump water to higher elevations and the northern portion of the site falls within the Eden Valley portion of the San Dieguito Community Plan and not the Elfin Forest portion of the EFHGCP.

Inadequate/Incomplete Project Description

The Project Description is inadequate and incomplete under CEQA for at least the following reasons.

The construction of off-site facilities including road improvements is not mentioned in the Project Description. These may impact adjacent residences. Also, the specifics of the off-site construction activities (e.g., location, duration, equipment to be used) are not adequately described in the DEIR.

To the extent that the Project requests or includes exceptions or variances for fire access and grading, these issues should be discussed in the Project Description. For example, is the Project requesting a deviation from San Dieguito Community Plan Soils Policy #8? The Project is requesting and has obtained at least two variances from San Marcos Fire District (SMFD): a reduced road width from Code requirements on Hill Valley Lane, and a reduced Fuel Modification Zone (FMZ) around certain buildings within the Project. The SMFD further accepted the concept of extending the 150' FMZ outside the Project footprint and onto neighboring private properties.

The description of on-site agricultural operations is confusing to the reader. Whereas the Project Description states that the on-site avocado farm was destroyed by fire in 2014, the DEIR indicates elsewhere that the avocado farm is still active, and, as such, the land is suitable for agricultural mitigation purposes.

Further description of the wet weather storage area should be provided. Will this area be enclosed or covered? Does it present safety hazards or air quality/odor issues for future residents?

Project phasing is confusing throughout the document. The Project Description indicates the Project will be built in discreet phases. Yet the traffic analysis states that "Any phased development that may occur across the five neighborhoods and/or three areas is unknown at this time" (p. 2.8-9). Overall, the DEIR contains inconsistent information on phasing of construction.

The "alternative project description scenario" is not discussed in detail and it is not known under what circumstances Hill Valley Drive will be improved. (See, traffic section, p. 2.8-20 "*Hill Valley Drive would be expected to carry 1,147 ADT with the access alternative.*" (emphasis added).) These new trips could impact existing residences.

For water supply the DEIR appears to rely upon the construction and operation of Reservoir 7 by the Rincon del Diablo Municipal Water District; however, this facility is determined to be *not* part of the proposed Project. This is inadequate. The Reservoir should be fully disclosed, and made part of "the Project" for purposes of CEQA analysis.

The Project Description does not discuss that the Specific Plan may be modified in significant ways without further review and input by the public and decision-makers, leading to the potential for new and/or different impacts than considered in the DEIR. (See, Specific Plan pp. 8.6 – 8.7 [Changes are considered "minor" including changes that (1) expands or contracts the geographic area of a planning area within the outer boundaries of the Specific Plan; (2) changes land uses, including intensity and density changes, height and setback changes, transfers of uses or density (dwelling units) between planning areas, and substitution of uses (so long as the use is one that is allowed somewhere in the Specific Plan); (3) change in housing type (e.g. duplexes to single family units); (4) increases or decreasing in the total number of units; or (5) changes the sequencing or thresholds for development phasing."].) Items 1 – 5 above are not "minor" changes. For instance, density transfers between planning areas was not considered in the DEIR. Nor are the "density transfers" described anywhere in the DEIR. What percentage of density can be transferred between planning areas? Increasing development in one area may affect the conclusions of, for

K-3 The comment is correct that some of the Project's off-site facilities have been better defined since circulation of the DEIR. The EIR Project Description has been revised to include construction of off-site facilities including the road improvements discussed in Subsection 1.2.1.2. Locations can be seen in Figures 1-15a, 1-15b, and 1-15c. Subsection 1.2.1.6 discusses Project phasing, including that the roadway construction would occur during the second phase (construction of Neighborhood 1 and the private recreational facility). Construction equipment is discussed in Subchapter 2.2.

K-4 Regarding Soils Policy #8, the Project would impact 1.44 acres (approximately 62,700 square feet) of unaltered land with a greater than 25 percent slope and therefore would be subject to this policy. This impact is less than one percent of the total Project site; therefore, the Project is in substantial conformance with this policy. Regarding Fuel Management Zones (FMZ), see Response I-49. Regarding the Hill Valley Drive exception, see the discussion in EIR Subsection 1.2.1.2.

K-5 This comment is correct in that the Project Description notes that the on-site avocado orchards were impacted by the 2014 wildfire. This condition is also described in Subchapter 2.3, including specific references in Sections 2.3.1.3 and 2.3.5, as well as in Section 1.2 of the Agricultural Resources Report included as Appendix D of the EIR. While this comment does not provide specific references within the EIR that describe the on-site orchards as active, if any such descriptions are encountered they will be corrected in the Final EIR. Approximately 69 percent of the site and 77 percent of the recently active on-site agriculture (avocado orchards) were burned in the 2014 Cocos Wildfire.

This comment also notes that the EIR indicates that the on-site avocado orchards are "...suitable for agricultural mitigation purposes." As both Subchapter 2.3 and Appendix D of the EIR specifically note that the portion of the on-site orchards encompassing the proposed 35.4-acre agricultural easement is a Project Design Feature. Proposed mitigation for Project-related agricultural impacts to significant agricultural resources encompassing CDC candidate soils, would consist of acquiring significant agricultural resources through an off-site agricultural easement (see Response I-69a for additional information on proposed agricultural Project Design Features and mitigation measures).

K-6 The EIR states that the wet weather storage area would be lined with an impermeable layer (concrete) to avoid localized infiltration. Per Subchapter 2.3, the wet weather storage area would not be covered. Subchapter 2.9 discusses the potential for the wet weather storage ponds to significantly increase vector populations to a level that could harm the

K-6
cont. health of the public. To minimize this risk, Mitigation Measure M-HZ-4 would implement a Manure Management and Fly Vector Control Plan that would be prepared prior to approval of the first Final Map. See Subchapter 2.9 for more information.

The water within the wet weather storage pond would be California Title 22 treated recycled water and would only be stored in the event of wet weather events. Therefore, the pond would not provide a source of objectionable odors as the water is treated to State standards and the pond would not be required to be covered or enclosed. Further, the wet weather storage pond itself would not include any water treatment processes and therefore no pollutants that could result in off-gassing emissions into the air. No air quality impacts would occur.

K-7 The comment requests clarification on Project phasing. The traffic report assumed a conservative analysis in that everything would be built at once. However, as discussed in Subsection 1.2.1.6, market conditions and funding for public facilities would drive specific product phasing, as well as controlling the overall implementation period. Nonetheless, an overall approach to Proposed Project development has been designed that would ensure a logical and orderly expansion of roadways, public utilities, and infrastructure. As described in the EIR Project Description in Chapter 1, the Project has five main sequential phases. These phases could overlap to some degree and are described below.

- The first phase focuses on Neighborhood 5 and included within this first phase is the grading, infrastructure, and construction of the WTWRF, wet weather storage, public neighborhood park and staging area, equestrian facility and multi-use trail.
- The second phase consists of Neighborhood 1 and the private recreational facility.
- The third phase consists of the grading, infrastructure and construction of Neighborhood 2.
- The fourth phase consists of the grading, related infrastructure, and construction of Neighborhood 3.
- The final phase would include the grading, infrastructure and construction of Neighborhood 4.

For the purpose of the EIR analysis, Proposed Project construction is broken down into three main construction phases within each neighborhood area. The first phase focuses on overall site grading and rock blasting, which would last approximately two years. The second phase would be the infrastructure installation, which includes the construction of the utility connections, and roadways. The infrastructure phase would last approximately one year. The third phase, which addresses “vertical” development of the Project and includes constructing the residential buildings and coating the pavement/architecture, would take approximately 2.5 years. Phasing has been clarified in the EIR.

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- K-8 The comment requests clarification regarding implementation of the alternative access scenario. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR. This has been clarified in the EIR.
- K-9 The information requested in this comment about the implementation of RMWD improvements has been addressed in Response C-5.
- K-10a The comment is concerned with allowed minor modifications of the specific plan. This aspect of the Project has been added to the EIR Project Description and is explained here. Consistent with its authority under Government Code 65452, the County finds it necessary and desirable to implement the Specific Plan in a manner that accounts for market and other changes that may require minor modifications to the Specific Plan and may be approved as consistent with Specific Plan administratively by either the Planning Director or the Planning Commission. The Project Description is an overview of the Project details. The appropriate discussion on amendments to the Specific Plan area is located in the Implementation section of the Valiano Specific Plan (Chapter 8), including:
- “The County finds the minor modification criteria necessary and desirable given that the Specific Plan is a conceptual land use plan intended to provide general guidance. The land uses and development yield identified in this Specific Plan have been carefully analyzed in the EIR. A revision to the Plan will not be considered minor if the revision triggers any of the conditions set forth in CEQA Guidelines Section 15162 as determined by the Director of Planning & Development Services.” A revision to the Plan will not be considered minor if the revision will adversely affect adjacent property or property owner,*
- The next part of the comment states that the allowed specific plan changes are not “minor.” Any change, whether it qualifies as a Minor Modification or not, will be reviewed by Planning & Development Services in accordance with CEQA.
- The next part of the comment states the potential for specific plan changes must be included in the EIR Project Description. The information has been added; the change is not important new information that would require recirculation of the EIR under CEQA.
- The commenter refers to the housing type and conformance with General Plan principles. The Project does not rely on the presence of detached condo units to define Smart Growth; see Responses D-1 and D-4a. However, the detached condo units are required to provide affordable housing according to General Plan policy H-1.9, and therefore cannot be eliminated. The provision for change of housing types has been removed from the Minor Revisions section of the Specific Plan.

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K-10a cont. instance, the traffic impact analysis in terms of the distribution of vehicle trips and the need for road improvements. Also for instance, eliminating the condominiums in favor single-family homes could change the assumptions of the water study (*see*, Appendix P p. 2). The Specific Plan notes that *land uses* may be changed including “intensity and density.” The potential for sweeping and major changes to the Specific Plan must be disclosed in the Project Description and evaluated in the DEIR. Otherwise the DEIR fails as an informational document.

K-10b Additionally as to the Specific Plan, the DEIR relies on providing a range of housing types in order to conclude that the Project supports “Smart Growth” principles. The fact that certain housing types may be eliminated without further discretionary review or public input would undermine the assumptions and conclusions of the DEIR. Finally, the DEIR relies upon assumptions about Project phasing, particularly construction, but the Specific Plan indicates that phasing plans may be modified without notice.

Aesthetics

K-11a The Project entails substantial grading of natural landforms and the construction of homes extending up hillsides as well as installation of manufactured slopes, retaining walls, sound walls, and extensive fencing. The Project introduces an area of mass grading and a private higher density residential community where none currently exists in the visual setting. The conversion of vacant land with sensitive biological areas and natural landforms to urban uses will result in irreversible changes to the area. **Aesthetic impacts must be deemed significant in the long-term, not merely the short-term.** Apart from the Harmony Grove Village to the south, the type of development is very different from all adjacent development. Harmony Grove Village cannot be seen from the large-lot residences to the east along or near Country Club Drive. Dominant visual elements of the Project on the eastern side will include extensive manufactured slopes on the Project’s eastern boundary. Slopes for instance in Neighborhood 4 will be a maximum of 60 ft. To the west of the Project site, properties are designated by the City of San Marcos as very-low density residential (A1 Agriculture 1 acre minimum). The hillside lots and homes on the Project’s western side will be much closer together than those in San Marco’s jurisdiction.

K-11b

K-11c The DEIR’s description of the Project’s mass and scale are inadequate. Specific noise walls, retaining walls, and manufactured slopes must be shown with greater clarity and from closer distances. As it stands, vantage points are very far away (Key View 1/Photosimulation A).

K-12 Photosimulations A - D contained within Technical Appendix B purport to illustrate post-project conditions; however, as the simulations acknowledge, they are not realistic in that they depict very mature landscaping and homes are almost completely obscured (Photosimulations B and C). Until and unless landscaping matures in this manner, the simulations are not accurate representations of post-project conditions. Further, landscaping should be shown in the short-term to provide a better of understanding of short-term impacts. Simulations should be provided showing varying degrees of landscaping in order to assist the reader to understand the full extent of impacts. Additionally, as a means of short-term aesthetic mitigation, could the Project not install more mature landscaping at the outset?

K-13a

K-13b

K-13c Photosimulations A and D are apparently meant to assist the reader in understanding the Project’s impacts to ridgelines and hillsides, but there is no “Key View” showing the majority of development. Photosimulation A is stated to illustrate Neighborhood 4 but it looks only upon a small number of homes from a very far distance. Key view/photosimulation locations at or about the terminus of Eden Valley Lane should be included. Also a key view looking from at or about existing homes south of Mt. Whitney Road should be provided, where these properties are located

K-14a

K-14b

K-10b See Response K-10a. The Plan area is comprised of five neighborhood components, with Neighborhood 5 being in the first phase; all phases are described in Subsection 1.2.1.6. The development timing (i.e., start dates) of each phase would be determined by market conditions. Within each phase, construction of the Valiano Specific Plan would meet the following objectives: provide for the orderly buildout of the community based upon market and economic conditions; provide adequate public infrastructure and facilities concurrent with construction of each phase; and protect the interests of public health, safety and welfare.

K-11a The comment states that the Project would entail grading of existing landform and construction of homes, with some located up the western hillside, with resultant modification of existing slopes to be manufactured slopes, and installation of retaining walls and community/privacy walls/fencing as well as one location of sound barriers. Retaining walls and privacy barriers would largely be shielded from viewers on the west (at a higher elevation) by being situated at the base of the downslopes. They would be obscured from viewers from the east by intervening on-site structures and the buffering landscaping provided throughout the Project. It is also correct to say that modifications to the existing setting that would occur as a result of Project, and being placed at the base of slopes. Refer to the EIR analysis in Subchapter 2.1.

It is also correct to say that modifications to the existing setting that would occur as a result of Project implementation would be considered “permanent” changes to the area. However, while this change may be permanent, the visual impact as analyzed from the viewpoints identified in the Guidelines of Significance are determined to be less than significant when compared to the existing setting. In general, this is because there are existing residential, water infrastructure, and agricultural alterations in the view. After Project implementation, there would be additional residential and water infrastructure, with a large amount of unaltered hillside remaining within the view.

The remainder of the comment requires clarification. The grading is tied to the development footprint, being the minimum practical to support the Project structures (see Figure 1-4b). The characterization of the site as “vacant” land is not correct. The Project parcels include two homes, sheds/barns, water tanks, etc. to support an equestrian facility and grove areas, among other isolated elements. Although the site is currently rural in nature, the site is not “vacant.” The Project’s sensitive biological and

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- K-11a
cont. steep slope areas would be set into open space, as depicted on Figures 2.4-10a and b, in keeping with a semi-rural open character; the Project housing density of 1.36 units per acre is characterized by the County as semi-rural; the incorporation of large animal keeping lots in two of the three neighborhoods discussed here is also a semi-rural element. The Project implementation would result in Project aesthetic effects that require mitigation including landscaping and slope treatments, but the EIR conclusion is significant and mitigated in the long-term. The reasons are more fully explained in the Project Visual Impact Assessment (VIA) as well as Subchapter 2.1 of the EIR, and further clarified in the responses below.
- K-11b The commenter states that the “Project is very different from all adjacent development.” The Project would be different from some abutting parcel uses but those uses also range widely in parcel size and number of structures/sizing of them. Relative to lots seen from Country Club Drive, 10 of the lots on the east side of the street north of Hill Valley Drive, as well as 10 (i.e., half) of the 20 lots on the west side of Country Club Drive between Hill Valley Drive and Mt. Whitney Road (i.e., those lots that would be included in views toward the Project) are less than 1 acre in size. Two of the latter larger lots also only connect to Country Club Drive via narrow flag driveways, so their size is not visually incorporated into development seen abutting the road. At its broadest point, it is based on what is seen within the view shed, or that area from which the Project can be seen. As alluded to in the comment, the larger setting plays a role.
- Development of the existing nearby homes in Eden Valley and Escondido were built under different development guidelines due to age or jurisdiction. Harmony Grove Village construction is ongoing under its own specific plan. These elements of age, jurisdiction and guidelines all lead to different patterns and visual elements. The comment specifically mentions Harmony Grove Village. It is noted that that Project is not visible from Eden Valley homes abutting Country Club Drive. What is expected to be variously visible from those homes are the tract homes in Escondido that are part of Hidden Hills (with lots less than 20,000 s.f.) and adjacent developments immediately east of Country Club Drive, as well as, from many viewpoints, the Palomar Hospital facility, which has permanently changed the skyline toward the eastern hills. Although more limited in extent, some Eden Valley homes toward the north of the valley also have views to existing light industrial park areas and mobile home parks located just over the Escondido and San Marcos city lines.
- The dominant visual elements of graded slopes would be short-term in nature as they would only be visually prominent during the construction period and for a short-time thereafter. Those visual effects were identified as significant and unmitigable. The reference to a 60-foot slope in Neighborhood 4 is not understood. A slope of that height is not depicted on Draft EIR Figure 1-31 (Final EIR Figure 1-32). One isolated

K-11b
cont. cut area in that neighborhood would be higher (at 76 feet) while fill areas would be substantially lower (e.g., down to 36 feet in height). These slopes (including specific reference to the highest slope at 76 feet) are discussed in EIR Subsection 2.1.2.2, with significant impacts assessed in the short-term, as noted above. It should also be noted that these slopes would not be new topographic features in the area. In fact, the elevations of these slopes are largely determined by the nestling of residences into the much larger and steeper hillsides that form the western boundary of the valley. As such, following landscaping maturity, they would blend into other seen slope elements, and would be visually minimized by the stretch of hills behind.

Details as to plant species maturity, by named species, are provided in the Project VIA and EIR. By the time five years has passed, the slopes would appear as represented in Project simulations, with manufactured slopes appearing consistent with other slopes in the community. The combination of shrubbery, trees and groundcover would cover the soil. This level of landscaping would be required by the HOA and would also be maintained by them.

K-11c It is agreed that the lots would be smaller than the lots in the abutting portion of San Marcos. The San Marcos lots are mountain top homes, while the Valiano homes would flank the mountains and be placed in areas with less topography. The lots would not be located in the City of San Marcos and City zoning and land use designations are not applicable. In terms of aesthetics, the fact that there is vertical as well as horizontal separation between the pads of the homes in Valiano and the homes to the west is also relevant.

As an example, residences that would overlook the northern portion of the Project were reviewed. Field checks are not possible as the road is private, but based on Google Earth, it appears that a total of 6 residences (fewer than 10) are located along Camino de la Cima that are likely to have views over the property. The northernmost residence appears to be approximately 0.13 mile northwest of the residentially developed portion of the Project in Neighborhood 4. Viewers from this location would look over a grove area (and a water tank proposed in 2005 and anticipated to be implemented by the Project if Valiano is approved) before viewing housing. The closest residence is located approximately 0.1 mile west of the Project boundary, with a few additional homes located in close proximity to each other on a slightly higher knoll of land and at a little further distance from the Project boundary. Although there may be variation based on grading, the closest home appears to be at an elevation of about 1035 above mean sea level (amsl). The other homes would be higher (Google Earth places them at approximately 1070 to 1105). The homes closest to this area would be on Lots 159 through 172, ranging in elevation from 756 to approximately 808 feet amsl, respectively. At a minimum, therefore, the pads would be over 225 feet below the viewer from residences on Camino de la Cima. Along Coronado Hills Drive

- K-11c
cont. to the south, a total of five homes would have a view of the Project and the southern portion of Neighborhood 4, with a total of eight lots abutting the western Project boundary. The elevation for these lots (221 through 228) would range in elevation from 832 to 834 feet amsl. The closest and lowest of the off-site residences to those homes would be at approximately 920 feet amsl, or approximately 85 to 90 feet above the pads. This does not mean that the Valiano development would not be visible or within in the viewshed. Project residences, however, would be generally below the direct line-of-sight to the very expansive views enjoyed by the viewer from these high locations, as the terrain falls away rapidly, and the eye is drawn to the horizon line of high hills and sky in the far distance. This is demonstrated in the photosimulation in Figure 2.1-12b, which is considered a “worst-case” simulation for a combination of reasons. For one, this is the area in which the largest number of homes would be located adjacent to the western property boundary. There is also an intervening rising slope between the off-site homes and the Neighborhood 2 homes shown in the simulation, which allows for views to the full home from this vantage point. In areas to the north, the pads are located close up against cut and retaining walls, which would minimize view to structure from points above them. Taking all of the above into consideration, it can be seen that the Project would change views, but not those elements of the view having to do with foreground scrub habitat and distant, expansive views of the cities of Escondido and San Marcos to the far distant mountains.
- K-12 The descriptions of the Project’s mass and scale are adequate for purposes of CEQA disclosure. Retaining walls are identified on EIR Figure 1-33, which depicts their location, height and length. These topics receive focused review in the EIR in Subsection 2.1.2.1 under the heading “Retaining Walls,” which details their location within the site or on site perimeters, as well as the amount of anticipated vegetative screening, with conclusions reached regarding ultimate visibility and whether or not that visibility would result in significant visual impacts. Manufactured slopes are shown on EIR Figure 1-32, which depicts their horizontal extent as well as identifying their highest point (topographic lines provide information on the extent of those heights). Text specifically focused on manufactured slopes and their visual effect is located in Subsection 2.1.2.1 related to overall effect, Subsection 2.1.2.2 regarding their relationship to steep slopes and revegetation/landscaping, Section 2.1.4 regarding impact significance, and Section 2.1.5 regarding required mitigation.
- The slopes in simulation Figure 2.1-9b are from “far away” because the simulation depicts the view seen by the greatest number of people (valley residents and travelers along Country Club Drive), from the most open and Project encompassing location. The technical specialist and County staff conferred and agreed on simulation locations that illustrated the widest amount of Project seen while still complying with rigorous

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- K-12 cont. County simulation standards regarding the 60 degree “cone of vision” seen by the human eye.
- The sole sound barriers recommended also are immediately adjacent to Country Club Drive, and Figure 2.1-10b illustrates that sound wall. The simulation assumes the viewer is immediately adjacent to the intersection of Country Club Drive and Mt. Whitney Road, in the southbound lane, looking into the Project. It is not possible to get much closer. Moving the viewer onto the property and out of public right-of-way would eliminate the public view seen by the greatest number of potential viewers, and also would bring the viewer so close to the wall that perspective on the changed condition at this intersection would be lost. As shown, the wall would be located downslope from the road, with only the top of it showing.
- K-13a The caveat noted on the simulations is that vegetation reflects five years following installation, a common industry practice. Short-term impacts related to the construction period and the first few years of growth before plants attain visual maturity at five years following installation were assessed as significant and unmitigable. At five years of growth following installation, the significant and unmitigable impacts associated with the end of construction and initial Project landscaping growth process would conclude and the landscaping is projected to be adequate to mitigate impacts to less than significant levels. The simulations are accurate representations of projected Project conditions. It should be noted that projects with similar landscaping that have been approved and constructed have mitigated for the long-term effects when the landscaping reached maturity. The simulations are the product of staff vetted as qualified by the County to be responsible for such simulations. The licensed California landscape architect responsible for identification of landscape maturity at five years has over 30 years of experience in the field.
- K-13b The simulations are prepared to support CEQA analyses. As such, they become important elements of the evaluation process when they support findings that impacts would become less than significant. It is not necessary to depict landscaping prior to it providing effective screening because the interim impact is identified as clearing exceeding County-identified thresholds. There is no higher possible impact level under CEQA, and it is adequately disclosed, even though it would be a transitory condition.
- K-13c Consistent with this comment, the Project incorporates more mature landscaping in specific areas where it would make a difference to the viewer. This includes the Project entrance off Country Club Drive and some areas edging this primary road or in buffer plantings where olive trees and oaks, respectively, would be installed from larger container boxes than would ordinarily be the case. As described in Subsection 2.1.2.1:

K-13c
cont.

... the buffering landscaping has been chosen to provide heavy screening within the first five years of planting; unless otherwise specified. Most of these plants/shrubs would be installed from one- to five-gallon containers. ... Identified species include the following plants, with anticipated attainment of visual maturity noted: Matilja poppy and sugarbush (1 year), coffeeberry (1 to 3 years), coast live oak (installed from a 48-inch box; 10 to 25 years), Catalina cherry and hybrid Oregon grape (2 to 5 years), manzanita (5 to 15 years), and coastal scrub oak (low shrub; 5 to 15 years).

And:

Within the streetscape zone, four trees are identified. California sycamore and oaks would be planted in informal groves occasionally interrupted by limited drifts of California bay laurel, and olive trees would be located at Project entries. Due to their slow growth rate relative to other species noted above, the entry olives would be installed from 36- to 48-inch boxes, so that more mature trees would be installed at the beginning. Oaks also would be planted from 48-inch boxes within streetscape areas.

K-14a

Figure 2.1-9b is the best representation of the greatest amount of development on the Project. As indicated in Response K-12 of this letter, the County has standards that govern preparation of simulations (Attachment A to the County Report Format and Content Requirements, Visual Resources; County 2007). Included in this attachment is that simulations are to reflect the spread observed by the normal human eye, so that they are the closest possible representation of what would actually be seen by a viewer from any specific location. Simulations in panorama format attempting to show an entire project in a single view are prohibited.

It is acknowledged that the Project would be visually accessible from a multitude of specific locations. Per County requirements noted above, they should “represent a real view as the public would see it from a publicly accessible location.” They are not intended to depict every possible view, but to provide verification (using accepted modeling methods) of what a Project would look like. Because not every viewpoint can be represented, those that are most representative of particular locations, the greatest number of viewers, the closest views, etc. are chosen. These are the viewpoints that most reviewers of the analysis will relate to, and are therefore considered the most helpful. As required by the County Visual Resources Report Format and Content Guidelines, viewpoints for analysis should be chosen based on several criteria, including “the potential number of viewers” (County 2007:4). The locations which are representative of the largest number of viewers are given priority for simulation.

Pursuant to those criteria, simulating future conditions from at or about the end of Eden Valley Lane would illustrate a view potentially

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- K-14a
cont. experienced by approximately five or fewer residences. Not all of these residences are oriented toward the Project, and all would be buffered from the Project by the buffering landscape shown on VIA Figures 13a, 13b and 13c (this latter schematic also shows residential orientation although not all structures shown are residences). It should also be noted that of the homes on the north side of Eden Valley Lane with potential views toward the Project, the nearest homes in Neighborhood 1 that they would see (Lots 20, 28 and 40) would be sited at a spacing that generally mirrors these same residences (on the north side of Eden Valley Road).
- K-14b See Response K-14a relative to a key view from Mt. Whitney Road. Approximately eight homes appear to take access off this road, but not all front it. Some are located “behind” structures further to the north, and existing mature vegetation is present around these homes. The westernmost home, or the one that would be located closest to the entry into Neighborhood 1, is aligned north-south on the lot, with the garage facing the Project, and direct orientation looking east (toward an existing neighboring property) or west (onto prior grove area). Existing trees on the north (Project side) of Mt. Whitney Road are to remain, as indicated on the landscaping schematic in EIR Figure 1-25; and the Project would not remove any plantings associated with the residences on the south side of the road. The existing vegetation, combined with the enhanced entry plantings simulated in Figure 2.1-11b, would result in Project-related visual changes being visible, but CEQA impacts are assessed as less than significant, as stated in EIR Subsection 2.1.2.1.

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K-14b cont. at or near the Project property line. See, **Exhibit A**, attached hereto. There are numerous residences and properties located between the Project site to the east and Country Club to the west. Viewing Neighborhood 4 from Country Club Drive alone does not provide sufficient information on visual impacts to Project *adjacent* residences. Also there is insufficient visual information as to Neighborhoods 3 and 4. Key View/Photosimulation 4 depicts visual conditions relative to Seeforever Drive in San Marcos, but it is not a complete view of the scope of Project development. Moreover, a Key View should be selected on Coronado Hills Drive in San Marcos. Properties on Coronado Hills Drive are located *at* the Project’s property line. See, **Exhibit A**, attached hereto.

K-14c However, even with the lack of adequate simulations, Photosimulation 4 indicates a significant visual impact in the **long-term**. Homes in San Marcos will directly overlook the entirety of the Project. This represents a significant visual impact in the long-term.

K-14d Proposed mitigation measures are inadequate (M-AE-1 and M-AE-2). While landscaping and rock staining on manufactured slopes as well as texturing of retaining walls may be helpful, these seem more like elements of the Project’s design rather than mitigation for significant, long-term visual changes to natural areas and viewsheds. Plant landscaping and the treatment of slopes and retaining walls do not mitigate the fact that the Project converts a natural area to urban uses on a permanent basis. The Project also relies on numerous Project Design Considerations for aesthetics (p. 7.19 -20). These must be adopted as CEQA mitigation measures in order to be effective and enforceable. See, *Lotus v. Dep’t of Transp.* (2014) 223 Cal. App. 4th 645.

K-15 Aesthetic impacts are also significant in the long-term because the Project is not consistent with policies of the County’s General Plan including but not limited to Policy COS-12.1. The Project does not *preserve* hillsides and ridgelines: mass grading of natural landforms will occur. Also, the planned residential development with fencing, sidewalks, and street-lights undermines the General Plan’s goals and policies of preserving the area’s decidedly rural character.

K-16 The analysis of aesthetic impacts is also inadequate where there is no photosimulation of the wastewater treatment plant. This facility will be located near homes to the east. Also absent are vantage points from scenic area roadways.

K-17 Finally, aesthetic impacts must be considered significant on a cumulative basis. The DEIR insofar as acknowledges a significant cumulative visual impact. Particularly in conjunction with the Harmony Grove South project, the Project contributes to an *overall* change in the views and character of the otherwise rural, open-space, large-lot, and agricultural community.

K-18

Agricultural Resources

The Project proposes development of active or suitable agricultural areas and/or in areas with candidate soils. As discussed further below, the DEIR underestimates impacts and further mitigation is required.

K-19 The Project site is described as including large blocks of commercial avocado orchards, citrus orchards, and lands with suitable soils for agricultural uses. Agricultural resources encompass 137.2 acres including: 117 acres of avocado orchards, 100.5 acres of Unique Farmland, and 27.3 acres of Farmland of Local Importance (areas overlap). According to the DEIR, “[a]pproximately 100.5 acres of Unique Farmland are present within the Proposed Project site; these areas are concentrated mainly in the western and northern portions of the property and are associated with on-site avocado orchards. Approximately 27.3 acres of Farmland of Local Importance are mapped in the western and northern portions of the Project site, with associated agricultural uses consisting of avocado orchards.” (DEIR p. 2.3-11) The Project area also includes high quality soils suitable for agricultural production. According to LAFCO criteria, the Project

K-14c See Responses K-11c and K-14b, respectively, regarding views from homes in San Marcos and the importance of numbers of viewers relative to assessment of significant impacts. See the photosimulation in Figure 2.1-12b, which is considered a “worst-case” simulation from the residences to the west. Also as described in Responses K-12 and K-14a, the use of panoramas in simulations is not allowed. Simulations must reflect the normal human eye cone-of-vision.

K-14d See Response K-11c. The high value elements to the view are related to the elevated nature of the views from this area, with the ability to shift vision from one area to the next in views to the horizon. It is not based on absence of development, as large portions of County, San Marcos and Escondido development are uniquely visible from these elevated locations. As shown in Figure 2.1-12b, that would continue. As noted elsewhere in these responses, the Project would be seen, but would not eliminate the breadth of possible views. Nor is there any potential for interruption of horizon views. Impacts are assessed as less than significant under CEQA.

K-15 Regardless of whether an element is included as a design measure or mitigation measure, the important factor is whether it will be implemented (see additional discussion at the end of this comment).

The Project would not convert the parcels to “urban” uses. The “SR” portion of the SR-0.5 land use designation in the County is an abbreviation for “Semi-rural.” Many of the Project lots also abut or contain retained open space, with a total of 149.4 acres, or over 62 percent of the site, retained in open space, landscaped area, or recreational area with full development of the Project. Rural, as opposed to urban, themes resonate throughout the Project, including incorporation of large areas of open space, horse properties in Neighborhoods 3 and 5, retention of a portion of the riding facility in the southeastern portion of the Project in Neighborhood 5, incorporation of bridle trails along Project roads, including three-rail equestrian fencing, retention of agricultural elements/easement on Project parcels, etc.

The County rigorously enforces Project Design Features as well as mitigation measures. Each item incorporated into a Project that affects impact identification and significance is identified in County EIRs. As described in EIR Chapter 1.0, technical and environmental commitments were proposed as part of the Project that are both standard construction operating measures as well as those of specific design to minimize

- K-15
cont. potential long-term adverse effects associated with the Proposed Project. These items were listed on Table 1-4 as well as in Chapter 7.0. Each of these is identified as Project Conditions if a Project is approved, which are effective and strictly enforceable.
- K-16 COS-12.1 states: “Protect undeveloped ridgelines and steep hillsides by maintaining semi-rural or rural designations on these areas.” As noted, the Project proposed land use designation would be semi-rural (SR-0.5). No ridgeline development is proposed and steep hillside encroachment conforms to the very restrictive Resource Protection Ordinance (RPO). The Project would conform to COS-12.1.
- The barriers proposed for the Project are consistent with existing privacy barriers in the valley, and would be largely subject to buffering landscaping in addition. Fencing such as the equestrian three-rail fencing proposed for use in the Project, is completely “rural” in character. Sidewalks would be limited, and trails would be developed of decomposed granite. Where limited sidewalks and streetlights are required consistent with the County LPC, they are safety features that the County does not find inconsistent with semi-rural development. Also see Response F-2.
- K-17 The WTWRF is discussed in Subchapter 2.1. It is included within DEIR Subsection 2.1.2.1 analysis (pages 2.1-18 - 19), under the heading “Architectural Design” (pages 2.1-20 – 21), under the heading “Massing and Scale” (page 2.1-23), relative to publicly accessible views (page 2.1-37), private views (page 2.1-39), and relative to nighttime lighting in Section 2.1.26 (page 2.1-53). Due to the visual consistency of the WTWRF with other agribusiness elements in this semi-rural area, as well as its low visibility due to landscape screening and low elevation relative to the adjacent heavily travelled roadway, no simulation is required in order to understand the less-than-significant visual effects.
- The issue of scenic corridors is referred to throughout Subchapter 2.1 of the EIR, but provides the focus in Subsection 2.1.2.3. As stated, although a small portion of Harmony Grove Road appears to be in the viewshed of the Project based on topography alone:
- ... the closest scenic highway to the Proposed Project site is the segment of *Elfin Forest Road/Harmony Grove Road between the San Marcos city limits and the Escondido city limits. At its closest point, it is located approximately 0.5 mile from the Project site. This County scenic highway is located within the Project viewshed, but several peaks, hills, trees, and intervening structures prevent any views of the Proposed Project from this scenic highway segment. Other designated Scenic Highways in the general area include the segment of Via Rancho Parkway between Del Dios Highway and SR-78, which is located approximately 1.5 miles southeast of the Project site (at the intersection of Via Rancho Parkway and Del Dios Highway). Intervening topographic features, however, prevent any views of the Proposed Project from this scenic highway and*

K-17
cont. *thus, it is not within the Project viewshed (refer to Figure 2.1-5).*
Future conditions will additionally screen views from Harmony Grove Road toward the site as Harmony Grove Village builds out between the roadway and the Project.

K-18 The County agrees with the characterization of the cumulative condition. Consistent with this comment, the cumulative condition is identified as significant. The EIR also clearly states that the Proposed Project would contribute to the cumulative condition in the discussion of the collective effect of Harmony Grove Village, Harmony Grove Village South, Valiano, and the Palomar Hospital facility in particular. The Project would not, however, make a “cumulatively considerable contribution” to the cumulative condition. As (amended with the last sentence and) described in the EIR:

When viewed from off-site locations, the Proposed Project would not substantially contrast with visual patterns, particularly since large open space area would be retained along with retention of several existing on-site elements (e.g., orchard uses and dense tree groves)..... The Proposed Project would essentially be perceived as an extension of existing uses to the east and would visually blend with the emerging visual pattern within the valley. Secondly, as the viewer approaches the Project site from Country Club Drive, views would open up compared to the developed surrounding settings. (The visual environment to the north consists of developed areas with industrial buildings that line the roadway and restrict views to rural elements within the valley.) Views approaching the Proposed Project from the south encompass rural and semi-rural residential development, and would be further reinforced upon buildout of the Harmony Grove Village project. Third, views of the Project from public vantage points that offer expansive views into the valley floor, such as Seeforever Drive and public trails within the Elfin Forest Recreational Reserve, would not substantially contrast with surrounding development and visually, would be an extension of existing patterns (refer to Figure 2.1-12b as an example). This includes the incorporation of the R7 water tank. As the facility would be connected to other agricultural visual elements rather than residential elements, it would not contribute to cumulative elements related to residential development, and would be visually separated in distance from other tanks in this portion of the County.

In effect, the generally visible changes to the valley character have either already occurred due to housing east of Country Club Drive, ridgeline development on the western slopes of the valley, Palomar Hospital and its geometric 10-11 story facility to the northeast (with City of Escondido planned future industrial and office parks related to the hospital uses along Country Club Drive and Citracado Parkway to the east), and ongoing development related to Harmony Grove Village immediately adjacent to Country Club Drive and the scenic corridor Harmony Grove Road.

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- K-18 cont. The changes to the overall setting of the valley would not substantially diminish without the Project. Neither would the overall character of the valley substantially change with the Project given the amount of retained open space, the distance from the most heavily travelled roadways and the greatest number of viewers, and incorporation of buffering landscaping.
- K-19 This comment is correct in noting that the Proposed Project would develop active agricultural areas and areas with CDC candidate soils, and is also correct in citing agricultural-related information concerning on-site agricultural resources (137.2 acres), avocado orchards (117 acres), Unique Farmland (100.5 acres), Farmland of Local Importance (27.3 acres), and prime agricultural land pursuant to LAFCO criteria and existing on-site conditions (140.2 acres), as well as the description of off-site zoning in adjacent portions of the City of San Marcos (A-1, although these areas also include HR-1 zoning designations, as noted in Subsection 2.3.2.3 of the EIR). Because this comment does not include any questions or comments on the EIR analysis or related considerations, no additional response is required.

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K-19 cont. site contains 140.2 acres of LAFCO Prime Agricultural Land. Surrounding uses include active and/or designated farmland and agricultural uses. The adjacent sites in San Marcos are zoned A1 Agricultural.

K-20 Pursuant to the LARA Model used to evaluate agricultural impacts, the Project site “is an important agricultural resource” (p. 2.3-20). Despite the site containing 100.5 acres of Unique Farmland and 27.3 acres of Farmland of Local Importance, the DEIR determines there are impacts to *only 13.0* acres of candidate soils per the adopted threshold of significance (AG-1) (p. 2.3-21 [“Project-related impacts to identified on-site agricultural resources that occur within areas of Prime Farmland or Farmland of Statewide Importance candidate soils encompass approximately 13.0 acres. This includes 11.6 acres of historic orchard use in the southeastern portion of the site, 0.2 acre of historic orchard use in the east-central area, and 1.2 acres of historic row/field crop production in the east-central area; the noted impact locations are shown on Figure 2.3-3”]). However, Table 2-3.1 indicates that the site contains at least 50 acres of Prime or Statewide candidate soils. *See also*, p. 2.3-33 - 34. This apparent discrepancy should be resolved. Additional mitigation may be necessary.

K-21 As mitigation for the loss of candidate soils, the Project relies on two Project Design Considerations (PDCs) and one CEQA mitigation measure. The PDC which calls for the dedication of a 36.5-acre agricultural easement does not directly address the loss of the 13 acres of Prime or Statewide soils, where the easement apparently relates to lands distinct from the Prime or Statewide soils. The PDC relies upon the HOA maintaining the avocado orchards to the north but calls for only 10 years of funding for the management. This is not long-term mitigation of significant, direct project impacts. The 36.5-acre conservation easement must be maintained in perpetuity, with adequate funding provided to ensure the appropriate management and oversight of the area. The PDC is also inadequate to the extent that the amount of the “security” may be determined by the “applicant *and/or* the HOA” (p. 2.3-36) (emphasis added). Also, management of agricultural production by a residential HOA is not equal to management by qualified farmers. In addition, the PDC is not proposed for adoption as a CEQA mitigation measure; thus, it is inadequate and not enforceable pursuant to CEQA. *See, Lotus v. Dep’t of Transp.* (2014) 223 Cal. App. 4th 645. Finally, to the extent the active avocado farm or a portion thereof was destroyed by wildfire in 2014, the PDC is arguably ineffective, illusory, and/or unenforceable. Mitigation Measure MM-AG-1 is also inadequate. For instance, MM AG-1 subd. (3) would allow the developer to “purchase off-site agricultural lands with easements totaling 13.0 acres that meet the intent of the County Agricultural Guidelines.” This is not an enforceable standard; also, historically, these types of private agricultural easements have been difficult to secure. Moreover, any approval by the Planning Director subsequent to project approval is not subject to public review and scrutiny, contrary to CEQA’s principles of public accountability.

K-22 Preservation of on-site Prime or Statewide soils by way of a design consideration mitigation measure has not been shown to be infeasible. The Project should explore ways to preserve the lands with the 13 acres of prime soils including larger lots in these areas. Essentially it is asserted in the DEIR that a loss of lots in the neighborhoods comprising the Prime or Statewide soils would be infeasible from a cost perspective. Under CEQA, any finding of economic infeasibility must be supported by substantial evidence in the record. (CEQA Guidelines section 15091 (a), (b).) Perhaps a loss of lots would result in a reduction in profits for the applicant but this does not necessarily qualify as a finding that a particular mitigation measure is truly *infeasible*. Indeed, the justification that “the Project design does not include lots of two acres or larger in size, with all proposed lots in appropriate areas of agricultural resources and candidate soils less than

K-23

K-24

K-20 This comment is correct in noting the following information from Subchapter 2.3 of the EIR: (1) the Project site “...is an important agricultural resource..” under the LARA Model, and would be subject to approximately 13.1 acres of associated impacts from implementation of the Proposed Project (pursuant to related criteria in the County Agricultural Guidelines, as outlined below); (2) the site contains 100.5 acres of Unique Farmland and 27.3 acres of Farmland of Local Importance; and (3) the site contains over 50 acres of Prime Farmland or Farmland of Statewide Importance CDC candidate soils. Based on these data, the comment concludes that the described conditions represent an “apparent discrepancy” and that “Additional mitigation may be necessary.” As described in Subsection 2.3.2.2 (and Appendix D) of the EIR, however, the assessment of potentially significant impacts to agricultural resources (per the County Agricultural Guidelines) is based on the following Significance Guideline:

The Project site has important agricultural resources as defined by the LARA Model; and the Project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the Project would substantially impair the ongoing viability of the site for agricultural use (emphasis added).

Based on this criterion, the EIR notes that the Project site includes approximately 137.2 acres of agricultural resources (with approximately 14.55 acres of these resources located within CDC Prime Farmland or Farmland of Statewide Importance candidate soils, see Section 2.3.1 of Appendix D). From the described information on agricultural resources and candidate soils, as well as the noted Significance Guideline, the EIR and Appendix D correctly conclude that Project-related impacts to identified on-site agricultural resources that occur within areas of Prime Farmland or Farmland of Statewide Importance candidate soils encompass approximately 13.1 acres (with the remaining 1.54 acres of candidate soils located within identified on-site agricultural resources not impacted under the Project design). Specifically, under the County Agricultural Guidelines, agricultural impacts occur in areas of identified agricultural resources which also encompass Prime Farmland or Farmland of Statewide Importance candidate soils that are available for agricultural use (i.e., not encumbered with structures, roadways, biological conservation easements, or other uses/conditions that would preclude agricultural operations). Accordingly, the assessment of Project-related agricultural impacts is correct (i.e. approximately 13.1 acres), and the associated proposed mitigation would reduce these impacts to less than significant (see Response I-69a for additional discussion of proposed agricultural mitigation).

K-21 As described in Subchapter 2.3 of the EIR and Appendix D, the Project Design Features do not represent mitigation, but rather are design elements intended to avoid/reduce associated impact and/or provide additional related benefits. This comment is also incorrect in stating that the off-site mitigation area "...apparently relates to lands distinct from the Prime or Statewide soils." As described in Subchapter 2.3 and Appendix D of the EIR, proposed off-site mitigation would require either acquisition of agricultural mitigation credits via the County Purchase of Agricultural Conservation Easement (PACE) Program, providing a combination of PACE mitigation credits and establishment of on- and/or off-site LBZ easements or agricultural easements (off-site) in appropriate areas, or purchasing off-site agricultural lands or easements that meet the intent of the County Agricultural Guidelines and are approved by the County (see Response I-69a for additional information). The use of PACE credits and/or other (on- and/or off-site) agricultural easements requires approval by the County as noted, and would thus would be required to meet all applicable requirements related to the nature and characteristics of proposed mitigation areas under the County Agricultural Guidelines (including the presence of CDC candidate soils in easement areas, as applicable).

This comment also questions the use of the proposed Project Design Feature to establish a 35.4-acre on-site agricultural easement as mitigation, as well as related elements of this Project Design Feature associated with management structure, duration and funding. The proposed easement would be managed and maintained to protect the availability and viability this area for potential agricultural uses, which could be implemented directly through the HOA (i.e., by retaining a qualified manager/consultant/operator), or through options such as leasing or selling the easement parcel to a third party for agricultural development. An Agricultural Maintenance Agreement between the easement land owner(s) or lessee(s) and the County of San Diego would require proper maintenance of the 35.4-acre agricultural easement. The Agreement would be transferred to an individual property owner/lessee or the HOA as necessary, to the satisfaction of the Director of County PDS. See Response I-69a for additional description of the proposed 35.4-acre on-site agricultural easement, including specific information related to the noted questions/issues in this comment.

K-22 See Response No. I-69a for specific information related to the noted questions/issues in this comment, including the management, duration and funding of the proposed 35.4-acre on-site agricultural easement.

The described 35.4-acre on-site agricultural easement is specifically identified as a Project Design Feature, and is included as such in the EIR Project Description and on the associated Tentative Map. In addition, Chapter 1.0 (see Table 1-4) of the EIR specifically requires that "Prior to approval of the first Final Map, an Agricultural Maintenance Agreement will be executed between the County and the Project owner(s)/lessee(s)

K-22 cont. and/or HOA to maintain the 35.4-acre agricultural easement,” thus, providing an enforceable element to the Project Design Feature. See Response I-69a for additional description of the noted Agricultural Maintenance Agreement.

K-23 This comment is correct in noting that “...the active avocado farm or a portion thereof was destroyed by wildfire in 2014...” However, as outlined above in Response I-69a, the proposed 35.4-acre agricultural easement would protect the availability and viability of the easement area for associated potential agricultural uses, which may include partial retention of the existing avocado orchards (or reestablishment of orchards impacted by recent wildfires), as well as establishment of additional agricultural uses such as vineyards and/or other orchards (e.g., pomegranates and olives). The agricultural easement would also preclude development other than agriculture, uses incompatible with agriculture, and non-agricultural uses (with minor exceptions for agricultural-related uses and fuel management, if applicable). As such, this proposed Project Design Feature would ensure the availability and viability of the proposed easement area for potential agricultural operations, subject to the Agricultural Maintenance Agreement noted above and described in detail in Response I-69a (with the issue of enforcing the agricultural easement Project Design Feature described above in Response K-22). Additionally, the proposed Agricultural Maintenance Agreement conditions described above in Response I-69a would be subject to review and approval by Director of PDS, with such review/approval authority to be granted to the Director by the Board of Supervisors as part of the associated resolutions/ordinances adopted under the Project approval process.

Further, the option to purchase off-site agricultural easements under Mitigation Measure M-AG-1 is a viable mitigation measure. As described in the referenced mitigation measure:

Options to implement this mitigation include: (1) providing 13.0 acres of off-site mitigation through the acquisition of agricultural mitigation credits via the County Purchase of Agricultural Conservation Easement (PACE) Program; (2) providing a combination of PACE mitigation credits and establishment of on and/or off-site agricultural easements in appropriate areas encompassing CDC candidate soils and totaling 13.0 acres, or (3) purchasing off-site agricultural lands with easements totaling 13.0 acres that meet the intent of the County Agricultural Guidelines, all to the satisfaction of the Director of PDS.

Accordingly, the purchase of off-site agricultural easements is only one option to implement this measure, and the associated requirements may be met through a combination of efforts as noted, with all proposed easements enforceable through the required approval by the Director of PDS.

<p>K-23 cont.</p>	<p>While the noted approval of individual agricultural mitigation easements by the Director of PDS is not specifically subject to formal public review as indicated in this comment, such approval would be based on the associated requirements identified in the EIR (and by extension the County Agricultural Guidelines), which have been subject to formal public review. As a result, the Director of PDS would not have the ability to alter or replace the EIR mitigation requirements, but would instead provide assurance that the proposed easements would comply with the mitigation requirements in the Public Review EIR (as well as the County Agricultural Guidelines).</p>
<p>K-24</p>	<p>Section 2.3.5 of the EIR concludes that the use of on-site agricultural resource preservation to fully mitigate Proposed Project impacts is considered infeasible, based on the following considerations:</p> <p><i>...(1) the Project design does not include lots of two acres or larger in size, with all proposed lots in appropriate areas of agricultural resources and candidate soils less than one acre in size (and most less than one-half acre); and (2) on-site preservation of approximately 13.0 acres of applicable agricultural areas would create substantial land use effects (and related financial impacts) for the Proposed Project, due to the required loss of several residential lots in Neighborhoods 3 and/or 5, as well as associated potential effects to proposed open space, parks, landscaping, wastewater, storm water and/or recycled water facilities. As a result, a potential redesign to preserve the described agricultural elements on site is considered infeasible and would cause the project to be economically unviable...</i></p> <p>With respect to item 1, the nature of proposed lot sizes makes it inherently difficult to include on-site agricultural (LBZ) easements, as most areas outside of the proposed development (structures, driveways, pads, grading, setbacks, etc.) would be limited in size, irregular in shape and generally not conducive to the use of LBZ easements. Specifically, the County Agricultural Guidelines note in Section 5.1.1 that “Preserved agricultural resources must remain viable for continued or future agricultural production...” and conclude “...preservation of one-half acre [or smaller] areas within individual residential parcels would likely not be considered viable.” Accordingly, most proposed lots in areas containing agricultural resources and CDC candidate soils would not be subject to the use of LBZ easements to retain and preserve agricultural resources that would be viable for agricultural use. It should also be noted, however, that the discussion in Section 2.3.5 of the EIR concludes that it is considered infeasible to fully mitigate agricultural impacts from the Proposed Project (i.e., approximately 13.1 acres) using on-site agricultural resource preservation. Mitigation Measure M-AG-1 in Section 2.3.5 includes the option of “...providing a combination of PACE mitigation credits and establishment of on and/or off-site agricultural easements in appropriate areas encompassing CDC candidate soils and</p>

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cont.

totaling 13.1 acres.” Accordingly, based on the final Project design, it may be feasible to mitigate a portion of the identified agricultural resource impacts through the use of on-site LBZ easements.

The potential use of larger lots in areas containing agricultural resources and candidate soils (as well as other locations) was evaluated in Chapter 4.0 of the EIR for two Project alternatives, including the General Plan Density and Septic Option alternatives. While either of these alternative designs could potentially accommodate LBZ easements in applicable areas to address some or all of the associated agricultural impacts, the analysis concluded that both alternatives would fail to meet all of the stated Proposed Project objectives (see Responses I-32, I-42 and I-43 for additional discussion of these alternatives).

The discussion under item 2 also evaluates the full mitigation of agricultural impacts from the Proposed Project (i.e., approximately 13.1 acres), with some potential for partial on-site preservation (mitigation) as noted above. With the assumption of full on-site mitigation, the resulting conclusion of infeasibility is considered appropriate, as it would require a substantial Project redesign. Specifically, this would potentially include the removal of several residential lots, landscaped areas and recreational features (e.g., the trail head park); redesign and/or relocation of a number of water quality/drainage and recycled water facilities (including several detention/bioretention basins, the wet weather storage pond, and related infrastructure); and loss or reduction of proposed open space areas.

K-24
cont.

one acre in size (and most less than one-half acre)” is a statement, not a finding of infeasibility. The statement that “on-site preservation of approximately 13.0 acres of applicable agricultural areas would create substantial land use effects (and related financial impacts) for the Proposed Project, due to the required loss of several residential lots in Neighborhoods 3 and/or 5, as well as associated potential effects to proposed open space, landscaping, wastewater, stormwater and/or recycled water facilities” is not supported by fact. The County as the lead agency must also consider independently the feasibility of a particular mitigation measure.

K-25

Finally, the conclusion of the DEIR of less-than-significant cumulative impacts is not supported. Figure 2.3-6 shows the Project’s context in relation to active agricultural uses and areas of Prime or Statewide candidate soils. The DEIR acknowledges that within the study area combined projects will result in a loss of 340.8 acres of CDC Prime or Statewide soils. Nonetheless, the DEIR asserts the Project’s contribution is less-than-significant because “(1) Project-related impacts would represent only approximately 10 percent of the cumulative total (i.e., 35.1 out of 340.8 acres); (2) under the Proposed Project design, nearly 38 percent of the on-site CDC candidate soils would be preserved (i.e., 21.4 out of 56.5 acres); and (3) impacts to CDC candidate soils from the Proposed Project would be partially offset by the required mitigation for direct on-site impacts, which would total 13.0 acres” (p. 2.3-34). First, the Project’s contribution to the loss of agricultural lands (10% of the total within the study area) must be deemed cumulatively considerable; 10% of the total is not a marginal number. Second, it is not clear how 38% of the on-site CDC candidate soils will be preserved; the DEIR suggests that avoidance of these areas is infeasible. If this statement refers to the lands subject to the conversation easement, as discussed above, this PDC is not effective or enforceable.

K-26a

Air Quality

The DEIR determines the Project will have significant and unavoidable air quality impacts relative to construction and operation phases. (AQ-1, AQ-2, AQ-3, and AQ-4) Apart from M-AQ-1 (providing a revised housing forecast to SANDAG) the DEIR asserts there are no feasible mitigation measures available to lessen significant impacts.

K-26b

First, redesigning the Project to construct fewer units has not been shown to be infeasible based on substantial evidence. Applicant concerns about profitability is not by itself evidence of financial infeasibility within the meaning of CEQA.

K-27

In reaching conclusions regarding air quality impacts, the DEIR relies upon a number of Project Design Features (PDFs) as well as assumptions about Project operation and construction (e.g., p. 7-21–23). As these PDFs and assumptions are not adopted as CEQA mitigation measures, they cannot be relied upon in the conclusions. Additionally, on pp. 2.2-27-28, the DEIR asserts the applicant will exceed 2008 Title 24 requirements by 15%, *thus claiming environmental benefits over the status quo*. Title 24 has been updated with the latest version (2013) becoming effective on July 1, 2014¹. Not only must any new project adhere to the current code *at the least* but claiming as the DEIR does an environmental benefit for exceeding old standards is misleading to the public. Note that the CEC states, “California’s Building Energy Efficiency Standards are updated on an approximate three-year cycle. The 2013 Standards improve upon the 2008 Standards for new

¹ California Energy Commission, California Building 2013 Building Energy Efficiency Standards (<http://www.energy.ca.gov/title24/2013standards/index.html>). **This hyperlink – and all hyperlinks cited in this letter – are fully incorporated herein by reference.**

K-25

The EIR analysis concludes that effects to candidate soils from the cumulative projects (including the Proposed Project) are “...considered a cumulatively significant impact.” The analysis goes on to note, however, that the Project contribution to this impact would be less than considerable based on the reasons cited in this comment. This conclusion is considered appropriate, based on the following considerations:

- As noted in this comment and the EIR analysis, Project-related effects to CDC candidate soils would represent less than 10 percent of the total cumulative impact. Accordingly, the substantial majority (over 90 percent) of these impacts are associated with other identified cumulative projects (and the Project impacts represent less than 2.2 percent of the total area of candidate soils in the study area [i.e., 33.1 out of 1,516 acres]). Specifically, without the Proposed Project impacts, the cumulative effect to candidate soils from the remaining cumulative projects would still be considered significant, as it would only be marginally reduced from 22.4 to 20.2 percent of the total area of candidate soils (i.e., 338.9 out of 1,516 acres, versus 305.8 out of 1,516 acres). As a result, the Project-related contribution to candidate soil impacts is not considered cumulatively considerable.
- The Project design would preserve over 41 percent of the on-site CDC candidate soils (23.3 out of 56.5 acres), as indicated in this comment and the EIR analysis. Specifically, the preserved areas would be located in open space or other areas not proposed for direct impacts from Project development (e.g., portions of residential lots outside of the building/grading envelopes). As outlined in Response K-24, the EIR concludes that the use of on-site agricultural resource preservation to fully mitigate Proposed Project impacts is considered infeasible. Accordingly, areas of candidate soils totaling 23.3 acres would not be impacted under the Proposed Project design, with portions of these areas potentially suitable for establishment of LBZ easements as described in Response K-24. It should also be noted that the described 23.3 acres of candidate soils to be preserved do not include any portion of the proposed 35.4-acre agricultural easement, as this area does not encompass any Prime or Statewide Importance candidate soils (with the issue of enforcing the agricultural easement Project Design Feature described above in Responses K-22 and K-23).
- This comment correctly references the EIR conclusion that “... ”

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cont.

impacts to CDC candidate soils from the Proposed Project would be partially offset by the required mitigation for direct on-site impacts, which would total 13.0 acres.” As noted in Response K-21, the use of PACE credits and/or other agricultural easements requires approval by the County, and would be required to meet all applicable requirements related to the nature and characteristics of proposed mitigation areas under the County Agricultural Guidelines (including the presence of candidate soils in easement areas, as applicable).

K-26a

As noted in the Air Quality section (Subchapter 2.2), the Project has been designed to include a number of Project Design Features that would reduce emissions of criteria pollutants. These features include electric vehicle charging stations, high efficiency appliances and lighting, advanced plumbing, water recycling, efficiency measures to reduce energy and water consumption, prohibiting wood-burning fireplaces, and providing educational materials (such as brochures) with information regarding the use of low- Volatile Organic Compounds (VOC) paints and consumer products in every residence. In addition, construction-related dust control measures are enforced by Rule 55 of the San Diego Air Quality Management District and are required on the grading plans. Design features also include the requirement of the use of renewable energy for 30 percent of the energy consumption (incorporated into the D-Designator Site Plan), and energy efficiency design features are enforced through a Title 24 Compliance Report that is part of the building permit issuance process. Odor control measures are also included as Project design features in order to minimize objectionable odors. Because the Proposed Project would be inconsistent with the Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP), there are no feasible mitigation measures to reduce the Project’s contribution to a less than considerable level other than reducing the Project size.

K-26b

Options for a reduced Project size are addressed within Subchapter 4.0, Project Alternatives. Several alternatives, including the No Project/No Development Alternative, General Plan Density Alternative, Reduced Grading Alternative, and Septic Option Alternative include development of fewer units than the Proposed Project. As discussed in that section, these alternatives would reduce air quality impacts. In the case of the No Project/No Development Alternative, all air quality impacts would be reduced to less than significant. In the General Plan Density Alternative, Reduced Grading Alternative, and Septic Option Alternative, direct air quality impacts would be reduced to less than significant; however, cumulative construction air quality impacts would remain significant and unavoidable. Impacts associated with all alternatives have been disclosed and assessed relative to the Proposed Project. As such, all viable alternatives have been adequately addressed and evaluated in the EIR. Air quality impacts associated with each alternative will be considered by San Diego County prior to Project approval.

K-27
cont.

construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect July 1, 2014.” *Id.* Also note that, “The 2013 Standards will use 25% less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 Standards.” *Id.* (emphasis added). Accordingly, if the Project exceeds 2008 standards by 15%, this strategy would not achieve even the minimum 2013 standards. Also, the 2013 standards are the *minimum* energy efficiency standards; the Project should strive to exceed *those* standards – only then can the Project claim an improvement over the *status quo*. (See, DEIR p. 7-23) Finally, if Climate Change Impacts are evaluated in reference to or in reliance upon 2008, Title 24 standards, the assumptions and analysis must be revised.

K-28

The analysis also fails to provide adequate information with respect to the wastewater treatment plant. The DEIR merely assumes that future design of the facility will ensure that odors are not objectionable. Also, reliance upon future enforcement action by another agency is not adequate CEQA mitigation. In addition, there is no discussion of odors associated with the wet weather pond. The discussion at p. 2.2-24 states that “[a]ll WTWRF facilities with the exception of the wet weather pond would be covered to avoid uncontrolled odor release” (emphasis added). Will this facility create objectionable odors to nearby homes?

K-29

Construction Air Quality
The analysis assumes that EPA Tier 4 off-road equipment and diesel particulate filters will be utilized (p. 2.2-23). These must be adopted through the mitigation program in order to be enforceable.

K-30

Do the construction assumptions include truck trips associated with export of dirt for off-site improvements and rock transport after blasting?

K-31

Biology
It is unclear whether biological mitigation areas overlap with agricultural mitigation areas. The preservation of on-site and potentially active agricultural areas such as avocado groves is not necessarily consistent with the goals for preservation of biological open space.

K-32

The current design will effect local wildlife movement. The proposed biological open space easement in Neighborhood 4 is only 200 feet wide. The County General Plan and San Dieguito Community Plan require presentation of local wildlife corridors. A redesign of the Project is required to provide for a larger local wildlife corridor. The DEIR acknowledges that the Project site functions as a local wildlife corridor leading to the west.

K-33

The Project impacts 53.8 acres of non-native grassland and 20.5 acres of extensive agriculture which are habitats for seven County Group 1 animal species observed on site, including Cooper’s Hawk, red-shouldered hawk, northern barrier, white-tailed kite, turkey vulture, prairie falcon and grasshopper sparrow. However, Mitigation Measure, M-BI-1a and b is uncertain and not shown to be adequate. This measure is discussed further below.

K-34

There are potential discrepancies in the description of the amount of acreage to be preserved as open space.

K-35

Surveys should be updated to account for current conditions. The DEIR states: “General biological surveys of the Proposed Project site were conducted, according to County Requirements, by HELIX on October 18, 2011, February 17, 2012 and November 21, 2012. The new addition of the Tentative Map was surveyed on February 17, 2012 and the sewer options alternative alignments were surveyed on July 22, 2014.” Despite multiple field reconnaissance surveys, there is no mention or analysis of the impacts from the May 2014 Cocos fire in the

K-27

See Response K-15 regarding the enforceability of Project Design Features. Regarding Title 24 requirements, the commenter is correct in that the Project Applicant would be required to comply with the latest version of the Title 24 Energy Code. As noted on page ES-1 of the revised Greenhouse Gas (GHG) Analyses Report (Appendix J of the Final EIR), project buildout is anticipated to be in 2021; therefore it would be required to comply with the 2016 Title 24 Energy Code (which went into effect January 1, 2017); the 2013 CALGreen Building Code; Assembly Bill (AB) 341, which targets 75 percent diversion of operational waste; reduction of potable water use by 20 percent; low-flow water and bathroom fixtures; reduction of wastewater generation by 20 percent; weather-based irrigation systems; provide areas for storage and collection of recyclables and yard waste; roof anchors and pre-wiring to allow for the installation of photovoltaic (PV) systems; and preparation of a Construction and Demolition Debris Management Plan in compliance with Sections 68.508 through 68.518 of the County of San Diego Municipal Code that requires 90 percent of inerts and 70 percent of all other materials to be recycled.

K-28

Potential impacts associated with odors emitted from the WTWRF are analyzed in detail within Subsection 2.2.2.5 of the EIR. The WTWRF includes a number of features designed to minimize odors from the facility. All WTWRF facilities with the exception of the wet weather storage pond would be covered or enclosed to avoid uncontrolled odor release. The water within the wet weather storage pond would be California Title 22 treated recycled water and would only be stored in the event of wet weather events and therefore would not provide a source of objectionable odors and is not required to be covered or enclosed. The WTWRF includes several measures that would control odors as the water is treated; for example, odor neutralizing misting system would be applied to the chemical compounds in the biogas, the use of chlorine gas to disinfect non-potable water, and the use of bio-filters to capture odor causing compounds. Digester pressure relief valves are not vented to the outdoors. Further, Section 6318 of the San Diego County Zoning Ordinance states that “All commercial and industrial uses shall be so operated as not to emit matter causing unpleasant odors which are perceptible by the average person at or beyond any lot line of the lot containing said uses.” Additionally, Section 6318 requires that odors be diluted by “a ratio of one volume of odorous air to eight or more volumes of clean air.” Active odor control units would be located to manage gases from the wet and solids stream treatment processes. All processes and equipment would be housed (or otherwise contained), and ventilation would be controlled such that no objectionable odors would be discernible at the Project site boundaries. Facilities that cause nuisance odors are also subject to enforcement action by the San Diego Air Pollution Control District (SDAPCD). SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material causing nuisance to a considerable number of persons or endangers the comfort, health or safety of any person.

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- K-29 The use of EPA Tier 4 off-road construction equipment has been included as a Project Design Feature. See Response K-15 regarding the enforcement of these features.
- K-30 As noted in Section 4.2.1.2 of the Air Quality Analysis Report (Appendix C of the Final EIR), import and export of soil for Project construction (including most of the off-site construction) is expected to be balanced on-site. Table 7 within the report provides the earthwork quantities by neighborhood. The air quality modeling does take into account 6,200 cubic yards of soil of export for Mt. Whitney Road.
- K-31 There is no overlap of biological open space with agricultural open space on site. Refer to Figures 2.4-10a and 2.4-10b of the EIR for a depiction of these areas. As described above in Response I-69a, the proposed on-site agricultural easement is a Project Design Feature and does not constitute mitigation for Project-related agricultural impacts. While there may potentially be some on-site agricultural mitigation in the form of placing LBZ easements on applicable residential (or other) lots, none of these potential LBZs (or the 35.4-acre on-site agricultural easement) would overlap with biological easements or mitigation areas.
- K-32 The Project would not alter existing wildlife access from the west to two riparian areas on site, one in preserved lands in the northernmost parcel within southern mixed chaparral and avocado groves, and the other within biological open space in Neighborhood 4. These areas are part of a 47.5-acre block of land that consists of biological open space and an agricultural easement, which connect to off site native habitat along approximately 2,900 linear feet of the western site boundary. In addition to providing opportunities for wildlife movement between the site and areas to the west, these riparian areas and adjacent preserved lands would continue to provide areas suitable for foraging and breeding, as well as providing a water source for wildlife. As the site is situated at the western edge of existing residential development, connectivity for wildlife to areas to the north, east, and south of the site is already limited; therefore, there is no wildlife corridor that extends across the site to off-site conserved lands to the north, east, or south.
- K-33 Mitigation Measures M-BI-1a and b are consistent with County Guidelines.
- K-34 The acreage of on-site biological open space is 31.2 acres. This amount has been adjusted since the DEIR, and has been updated in the EIR.
- K-35 For the purposes of analyzing impacts to biological resources, vegetation communities would still be mapped as they were prior to the Cocos fire; updates to the mapping are not necessitated. For recently burned areas, County guidance is to use historical evidence for mapping these areas. Because the areas were already mapped prior to the fires, there

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K-35 cont. biological technical report. More than 90% of the project footprint burned in this fire, and all of the proposed biological open space areas have burned.

Mitigation for biological open spaces should include a restoration plan should the vegetation community not restore to its previous condition by which it was used for mitigation. The agricultural/non-native grassland interface with areas of native vegetation/sensitive vegetation communities are at a higher risk of becoming invaded by non-natives and invasive species post fire. If this is not possible, then mitigation may need to be applied offsite as well. This applies to the following vegetation communities (from Table 2.4-8): Southern riparian forest (61300), Southern riparian woodland –including disturbed (62000), Southern willow scrub (63320) Mule fat scrub (63310), Freshwater marsh (52400) , Herbaceous wetland (52510) Disturbed wetland (11200), Open water/pond (64140), Coast live oak woodland –including disturbed (71160) Diegan coastal sage scrub –including disturbed (32500), Southern mixed chaparral –including disturbed (37121) Eucalyptus forest (79100) , Eucalyptus woodland (79100), Non-native grassland (42200), Non-native vegetation (11000), Orchard (18100), Intensive agriculture (18200), Extensive agriculture (18300), and Disturbed habitat (11300.)

Thus, biological resources should be reviewed post fire (via Vegetation Mapping, biological surveys, etc.), and the reports should be amended as necessary for each area. A Restoration Plan for the biological open spaces should be developed to ensure that on-site mitigation is indeed of like-kind. If on-site mitigation is no longer feasible for these impacts, the DEIR should describe alternate mitigation measures or avoidance measures. Biological open spaces should also be expanded and connected to allow for more species to move inside the local wildlife corridors, which will also protect the seedbanks so post-fire vegetation will recover more successfully.

Surveys should be conducted for additional species. According to the Biological Technical Report (DEIR Appendix D), pp. D-7 - D-9, there are several animal species of special concern and County group 2 species with moderate or low to moderate potential to occur. A proper survey was not conducted for many of these species, which would require special survey. For instance, bat surveys and mammal trapping should have been performed to determine if these special species of concern listed in Appenidx D are present. Bats are in abundance in this valley, particularly because of the fresh water features, the agricultural and non-native grasslands foster a lot of insects for foraging, dark night skies, minimal noise, and the tall trees and woodlands that provide potential roosting and resting elements. There are also a number of rocky outcrops on the western slopes just below Coronado Hills (where the project proposes extensive blasting) and nearby to the east along Country Club Drive that would provide roosting opportunities. Residents have had bats roost in their eaves, and there are reported bat boxes in the Project area. Without a bat survey it would be difficult to determine what species are present, and how to mitigate for a nesting maternal roost site, and impacts to their foraging sites. Residents report a high number of bats in the warmer months, and have enjoyed this natural vector control for years. There are also a high number of rodents in the Project area, particularly because of the agricultural and non-native interface with native vegetation which is commonly used for many species. Because the Northwestern Pocket Mouse is a listed California species of special concern/County Group 2 species- and has a moderate potential to occur - it likely needs trapping surveys to determine its presence.

Thus, the Project should be required to conduct mammal trapping surveys, and provide appropriate mitigation or avoidance measures. Because Bat habitat is an understudied area of expertise, and most species are becoming protected, if roosting sites for bats are located, they should be protected and avoided. Rock outcroppings on the western side of the development for

K-35 cont. would be no change to the vegetation communities as depicted in the EIR. The Biological Technical Report (Appendix E of the Final EIR) acknowledges that the majority of the site burned in the May 2014 Cocos fire. Fire is a natural part of the ecosystem process in southern California, and the burned vegetation communities within biological open space are expected to recover.

K-36 Mitigation is required only for habitats considered sensitive by the County and Resource Agencies. Mitigation is not required for impacts to eucalyptus forest, eucalyptus woodland, non-native vegetation, orchard, intensive agriculture, or disturbed habitat. Biological open space on site is for avoidance, not mitigation; habitat mitigation would occur off site for impacts to County-sensitive vegetation communities. The acreages presented in the “Mitigation Required” and “Off-site Mitigation” columns in Table 2.4-8 are equivalent. A restoration plan is not required for biological open space that is not proposed for habitat mitigation. The terms “Extensive Agriculture”, “Orchard” and “Intensive Agriculture” are biological habitat types, and are not related to the analysis of agricultural impacts associated with the Proposed Project.

K-37 See Responses K-35 and K-36 regarding biological surveys and restoration plans and Response K-32 regarding wildlife corridors. Biological open space areas are connected to the extent feasible given Project design constraints and fuel modification zones. The majority of native habitat (southern riparian forest, southern riparian woodland, southern willow scrub, mule fat scrub, freshwater marsh, herbaceous wetland, coast live oak woodland, Diegan coastal sage scrub, and southern mixed chaparral) on site is avoided, thus preserving the native seedbank.

K-38 Project surveys and impact analyses were completed pursuant to County guidelines and CEQA and are considered adequate for evaluating impacts to biological resources. Small mammal trapping and bat surveys were not required for the Project. The Project avoids the majority of forest and woodland habitat on site, as well as the 0.51 acre freshwater pond in Neighborhood 5. Proposed biological open space and the agricultural easement would continue to provide potential foraging and roosting habitat for bats, and man-made structures, such as barns, may also provide potential roosting habitat for some species. Pallid bat maternal roosts are found in a variety of locations, including mines, caves, crevices, hollow trees, buildings, and under bridges. While potentially suitable maternal roosts may occur on site, pallid bats are extremely sensitive to disturbance and given the agricultural activities and other human-caused disturbances that have been ongoing on the Project site for many years, it is not expected that this species would be breeding on site. Western mastiff bat typically roosts in cracks or crevices in cliffs, which do not occur on site. Maternal roosts of small-footed myotis are typically found in caves and mines, which do not occur on site. Maternal roosts of Yuma myotis are typically located in buildings, mines, caves, or under bridges. As such, maternal roosts of these species are not expected to occur on site.

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- K-38 cont. Maternal roosts of long-legged myotis are typically located under bark or in hollow trees, rather than rock crevices. Although some suitable trees for roosting may occur on site, this species is most common in woodland and forest habitats above 4,000 feet and maternal roosts are not expected to occur on site.
- However, in order to avoid potential direct impacts to bats, the following mitigation measure has been added to the Final EIR:
- Focused surveys to determine presence or absence of bat colonies and/or bat nursery sites will be conducted within any structures to be demolished or hollow trees to be removed on the Project site. Surveys will begin a maximum of seven days prior to structure demolition or tree removal and one survey will be conducted the day immediately prior to the initiation of work. If any bat colonies and/or bat nursery sites are found within any structure(s) or hollow tree(s), demolition of the structure(s) or removal of the tree(s) shall be postponed until the nursery/breeding activity ends. If bat roosting sites are found, demolition of the structure(s) or removal of the tree(s) shall be postponed until the bats are excluded from the structure(s). A copy of the survey results shall be submitted for approval to the Department of Planning and Land Use prior to the demolition of any structure(s) or removal of any hollow tree(s) on the Project site.
- K-39 Species-specific surveys for County Group 2 northwestern San Diego pocket mouse were not required for the Project and the analysis is consistent with County Guidelines and CEQA. Furthermore, no sign of pocket mouse was observed during various biological surveys conducted on site. The preferred habitat/soils of this species (coastal sage scrub/moderately gravelly and rocky substrates) is very limited on site, and the site plan has been redesigned (Neighborhood 3) to conserve the largest area of sage scrub on site in biological open space. If the species is present on site, the limited acreage of sage scrub present would likely correlate to a small number of individuals, most likely associated with conserved biological open space areas. Further, the Project is compensating the loss of potential habitat through off-site preservation of habitat.
- K-40 Species-specific surveys for County Group 2 bat species were not required for the Project and the analysis is consistent with County Guidelines and CEQA. See Responses K-38 and K-39 regarding bats and northwestern San Diego pocket mouse. Mitigation for Group 2 species is typically accomplished through habitat preservation, and thus the identification of additional Group 2 species on the site would not change the mitigation requirements. Proposed biological open space and proposed off-site mitigation would mitigate for potential impacts to these species according to County Guidelines and CEQA.

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K-40 cont. example, should be avoided. While protocol surveys were conducted for some species with “low potential to occur on site”, surveys for other species surveys were not: Pallid bat (*Antrozous pallidus*) low to moderate potential to occur, Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) moderate potential to occur, Western mastiff bat (*Eumops perotis californicus*) Low to moderate potential to occur, Small-footed myotis (*Myotis ciliolabrum*) Low to moderate potential to occur, Long-legged myotis (*Myotis volans*) Moderate potential to occur, Yuma myotis (*Myotis yumanensis*) Moderate potential to occur.

Edge effects and conflicts with biological open space areas are not mitigated to the fullest extent possible. The DEIR states:

K-41 “Edge effects can result from increased noise, unauthorized trampling of habitat, introduction of pets and pest plants to open space areas, and effects of irrigation and lighting. Project implementation would potentially cause in direct impacts from construction noise, human access, domestic animals, exotic plant species, and lighting. ... Permanent fencing would be installed around biological open space, and signs precluding access would be posted to avoid potentially significant impacts from human access.... The Proposed Project is residential in nature, so domestic predators (e.g., dogs and cats) may be introduced to the surrounding habitat. Although such introductions have potential to harm native wildlife species, the site is adjacent to existing rural residential development and is already subject to some level of disturbance and predation by domestic animals. In addition, the aforementioned permanent fencing that would be installed around the biological open space would preclude access by domestic predators to avoid potentially significant impacts.” (DEIR p. 2.4-21)

K-42 The proposed fencing around the biological open spaces is intended to keep out humans and predatory domestic pets like cats and dogs. **It is a three-strand wire fence.** While a wall around the biological open space is not advisable (wildlife should be able to fluidly come and go to breed/forage), there should be strict regulations about allowing pets off-leash and residents should be prohibited from letting cats outside. This fence will *not* prevent dogs and cats from entering biological open space areas, animals which are the most common predatory threats to wildlife in an urban/wildland interface. The fence and signage is not satisfactory mitigation measure in itself.

K-43 In addition, because the biological open spaces are disconnected from one another, and circumvented by roads and structures, and fuel modification zone (FMX), these **islands of open space** create a very dangerous and unfavorable situation for the wildlife. This should be included in the edge effects discussion. Wildlife will cross the roads and be subject to roadkill. Wildlife will seek other foraging opportunities and likely be killed by cars, or humans that do not welcome creatures like snakes, reptiles, and rodents. Urban minded people do not usually appreciate wildlife on their properties. In addition, the development should limit edge effects by limiting use of pesticides, herbicides, and other potential toxic sources that will have indirect effects to the wildlife and contaminate the natural water courses from which they depend. The Biological Open Spaces should be created in a way that allows for natural wildlife corridors that are already onsite.

K-44 Preservation of these corridors will allow safer movement between foraging and possible breeding locations on the Project site for wildlife. Many of the natural drainage features already on site

K-45 would be good avenues for this connectivity and decrease the impacts from the proposed plan, if

K-41 The Project addresses edge effects through implementation of several measures, including permanent signs and fencing around biological open space, avoiding use of invasive species in landscaping, directing lighting away from biological open space, and seasonal restrictions on clearing and grading during the bird nesting season. Furthermore, biological open space areas are surrounded by minimum 100-ft wide limited building zones to ensure that no fuel modification would occur within biological open space. These measures are considered sufficient to address edge effects on biological open space for the Project.

K-42 Comment noted. Three-strand wire fence, or similar, is typically placed around biological open space so that wildlife can pass into and out of these areas. Signs would be posted around biological open space to alert residents that access to these areas is prohibited. In addition, the County has a leash law for public areas and the homeowner disclosures provided to homebuyers will include this requirement to keep pets on leash in public areas, including trails. Signs posted along the trails would also remind users that pets must be leashed.

K-43 The Biological Technical Report has been revised to include a discussion of road kill as a potential edge effect. Road kill impacts would be considered significant if they result in adverse effects to federal or state listed species. No federal or state listed species have been documented on site and none are expected to occur. Roads within the Project site would have posted speed limits of 25 mph. This low speed limit would lessen the likelihood of wildlife being hit by vehicles. Most sensitive species that have been documented on site are birds, which are far less likely to be hit by vehicles than mammals or reptiles, particularly at low traveling speeds. Although roadkill of common, non-sensitive species (e.g. side-blotched lizard [*Uta stansburiana*], western fence lizard [*Sceloporus occidentalis*], Audubon’s cottontail [*Sylvilagus audubonii*], and California ground squirrel [*Spermophilus beecheyi*]) may increase as

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K-43 cont.	a result of the Project, these impacts would not be considered significant as these species are widespread throughout the region and do not have special status under federal, state, or local jurisdictions.
K-44	<p>As outlined in Section 3.13 of the EIR, the Proposed Project includes a number of measures intended to limit and/or control the use of chemical pesticides, herbicides and fertilizers to protect water quality and related resources, in conformance with applicable regulatory standards (e.g., the National Pollutant Discharge Elimination System). Specifically, these include measures to:</p> <ul style="list-style-type: none">• Design site landscaping to maximize the retention of native vegetation and use of appropriate native, pest-resistant, and/or drought-tolerant varieties.• Minimize applications of chemical pesticides, herbicides, fertilizers; use licensed professionals for application of such chemicals in common landscaped areas; restrict the rates and times of fertilizer applications to minimize potential discharge in irrigation or precipitation runoff; use building design features such as sand barriers under floor slabs to act as pest shields; and provide Integrated Pest Management information to on-site owners, lessees and operators. <p>The use of pesticides within biological open space is not anticipated, and if required, would only be applied under the direct supervision of a licensed pest control advisor. Precluding the use of pesticides on private lots would not be enforceable upon Project buildout, but neither is the current agricultural operation precluded from using pesticides.</p> <p>In addition, on-site agricultural activities, if implemented, would be subject to applicable regulatory requirements related to pesticide use and control. These include a number of specific state and federal regulations, with the County Agricultural Commissioner responsible for their implementation. Additional information on pesticide use and control standards in San Diego County is available at: http://www.sandiegocounty.gov/content/sdc/awm/pesticides.html.</p>
K-45	See Response K-32 regarding wildlife movement. The Project avoids impacts to the majority of riparian habitat and associated stream channels on site. Furthermore, the site plan has been redesigned to provide greater connectivity through the northern portion of the site (Neighborhood 3) by removing a road through the riparian area and associated lots along the north edge of the riparian area, thus, opportunities for movement and enhanced habitat have been increased.

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K-45 cont. they were preserved. The Project should avoid impacts to natural resources by decreasing the number of units that are surrounding these biological open spaces, and by eliminating roads that circumvent them. Currently the Project design by nature does not allow for a less-than-significant impact.

K-46 Additional mitigation is required:
M-B1-1a and b. Because wildlife is consistently observed by residents using non-native grassland and extensive agriculture (pasture) for foraging particularly in Neighborhood 5, and seven County Group 1 animal species were observed in these areas, mitigation ratios should be consistent. NNG and Extensive Agriculture (pasture) should both be mitigated for at a ratio of 1:1.

K-47 **M-B1-3a, 3b, 3c, 3d, 3e.** The Project should check for availability to mitigate these impacts with the local agency, The Escondido Creek Conservancy (TECC).

K-48 **M-B1-3f.** Mitigation for impacts to 6.7 acres of Coast live oak woodland should all be mitigated for at a ratio of 3:1.

K-49 **M-B1-7.** In order to ensure compliance with the MBTA, a qualified biological monitor shall be present at all times during construction related activities if they are being conducted during the bird breeding season (February 1-September 1).

Other mitigation recommendations:
 During construction, a biological monitor shall be present at all times to determine if there are any sensitive wildlife species that need to be removed/relocated that are in the Project site before grading and earth moving. In addition, a monitor would verify that any animals that could become trapped in ditches/holes/construction features that are created by earth moving activities are removed safely. Given the high likelihood that sensitive species are in the area that can become trapped in man made structures/features (like Coastal Rosy Boa, Red Diamond Rattlesnake, Orange throated whiptail, coast horned lizard, Coastal whiptail, and Coronado skink) this measure would mitigate for impacts to sensitive species that are not capable of dispersing.

GHGs/Climate Change
 The DEIR does not discuss the new Governor’s Executive Order, B-30-15², issued April 29, 2015. This order requires a 40% reduction of GHGs below 1990 levels by year 2030. As the Project is a new source of GHGs, the EIR must be revised to evaluate whether/ how the Project is consistent with this new reduction target.

Hazards - Wildland Fires
 The Project presents the risk to life and safety from wildfires in the area. The conclusion of the DEIR of less-than-significant impacts due to wildland fires is not supported. In particular, traffic and public safety issues to the **community at large** have not been adequately addressed. In the

K-46 Proposed mitigation is commensurate with the proposed impacts and would occur in accordance with County and Resource Agency requirements. Extensive agriculture on the Project site is associated with the equestrian center and subject to regular disturbance and does not warrant an enhanced mitigation ratio of 1:1. Impacts to NNG would be mitigated at 1:1, which is above the requirement of the County’s Guidelines, because the NNG is used by sensitive species. Extensive Agriculture would be mitigated at a ratio of 0.5:1 which meets the requirements of the County’s Guidelines.

K-47 Comment noted. TECC has been contacted by representatives of the Project Applicant and does not have availability to mitigate these impacts.

K-48 Proposed mitigation is commensurate with the proposed impacts and would occur in accordance with County and Resource Agency requirements. County guidelines allow for a 2:1 mitigation ratio for coast live oak woodland occurring within fuel modification zones where the trees would be allowed to remain.

K-49 The Final EIR has been revised to include a Project Design Feature for construction monitoring (see Table 1-4). A Project Design Feature instead of a mitigation measure was the chosen approach since the suggested measure did not directly corresponded to a significant impact.

K-50 The Final EIR has been revised to include a Project Design Feature for construction monitoring and relocation of wildlife (see Table 1-4). A Project Design Feature instead of a mitigation measure was the chosen approach since the suggested measure did not directly corresponded to a significant impact.

K-51 The comment is correct that Governor Brown issued Executive Order (EO) B-30-15 on April 29, 2015, which sets a GHG reduction target of 40 percent below 1990 levels by 2030. Please refer to Topical Response: Greenhouse Gasses Analysis with regard to how the 2030 target was applied in the revised Greenhouse Gas Technical Report (Included as Appendix J to the Final EIR).

K-52 The comment is concerned with the risk of wildfires in the area, and specifically with evacuation. See Topical Response: Fire and Evacuation and Responses I-47 and I-53.

² (<http://gov.ca.gov/news.php?id=18938>)

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Coco's fire in 2014^{3 4}, which burned over 90% of the Project footprint⁵, current residents of Eden Valley and Harmony Grove had difficulties evacuating because of congested road conditions.

³ The Cocos Fire started on or about May 14, 2014 and burned 1,995 acres in San Diego County. (http://cdfdata.fire.ca.gov/incidents/incidents_details_info?incident_id=962)

⁴ The Cocos Fire is described at the following URL, (http://en.wikipedia.org/wiki/May_2014_San_Diego_County_wildfires)

The May 2014 San Diego County wildfires (also known as the "2014 San Diego Firestorm") were a swarm of wildfires that erupted during May 2014, in San Diego County, California, during severe Santa Ana Wind conditions, historic drought conditions, and a heat wave. The main event during mid-May was preceded by a precursor fire that ignited on May 5. The severe weather conditions contributed to the spread of at least 19 more individual wildfires, with ten of them receiving names.

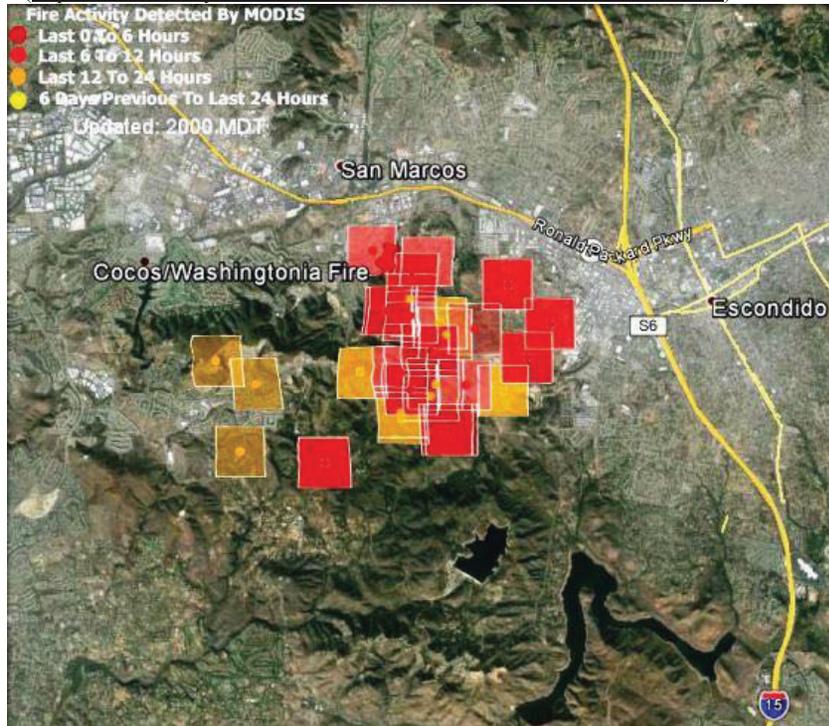


The Cocos Fire burning above CSU San Marcos, on May 14, 2014

The Cocos Fire, previously known as the *Twin Oaks Fire*, was a wildfire that ignited on May 14 in San Marcos, in the hills south of California State University, San Marcos. The Cocos Fire quickly spread into western Escondido. The fire destroyed more than 40 buildings, including a dozen single-family homes. The Harmony Grove Spiritualist Association, a 13-acre spiritualist retreat founded in 1896, was particularly hard hit, most of the buildings and residences on the property were destroyed, and the association's president said, "We're pretty much wiped out." Property damage from the fire is estimated at more than \$5.7 million. Three minor injuries have been reported. The Cocos Fire began at 5:38 PM PDT on May 14, and it had burned 400 acres (160 ha) by the evening of the same day. Flames were reported near homes, and the southeastern part of the city was ordered evacuated. By the morning of May 15 the Cocos Fire was the top priority for county firefighters. It grew overnight to 800 acres (320 ha) and was only 5% contained. Additional evacuations were announced. During the afternoon of May 15, the fire grew to 1,200 acres (490 ha). By the morning of May 16 the fire was still only 5% contained; several hours later, the fire grew to 3,018 acres (1,221 ha) with 15% containment. During the late afternoon of May 16, the Cocos fire was reported as 50% contained. During the morning of May 17, the fire was 70% contained. At 8:20 PM PDT on May 17, the Cocos Fire was 80% contained. On May 20, fire was reduced to 1,995 acres (807 ha) and was 93% contained. At 6:30 PM PDT on May 22, the Cocos Fire was reported to be 100% contained.

K-52
cont.

⁵ (<http://wildfiretoday.com/2014/05/15/california-cocos-fire-in-san-marcos/>)



K-52
cont

K-52
cont.

There is only one narrow two-lane road (Country Club Drive) to exit the community⁶, and with only the 80 or so residents of Eden Valley and perhaps another hundred from Harmony Grove, the roads were blocked by horse trailers and traffic, making the exit towards Highway 78 very difficult as traffic was backed up on Auto Parkway and on Country Club Drive trying to turn onto Auto Parkway. To the West, evacuating traffic taking Harmony Grove Road to Elfin Forest Road found itself ensnared in a traffic jam at the corner of Elfin Forest Road and Twin Oaks/San Elijo, with delays of over an hour to try to reach Rancho Santa Fe Road. In the reasoned opinion of residents and area stakeholders, **fire evacuation problems can be expected to increase with the Project.**

K-53

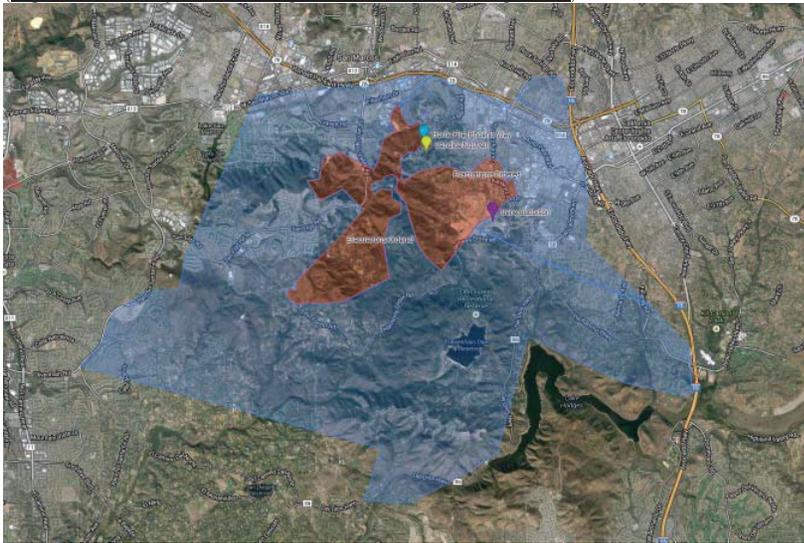
The Fire Protection Plan (FPP) (DEIR Appendix L, dated April 2015) does not analyze or the Coco's fire in its historical analysis. This is a major flaw of the analysis and fails to give decision-makers and the public adequate information. Given the seriousness of the impact of that fire on the proposed project location (90% burned) as well as the surrounding immediate area a full analysis of weather and fire-fighting conditions for that specific fire must be included in order for decision makers to fully appreciate the potential impact of adding density in a valley prone to devastating fires.

K-54

Additional flaws of the FPP include:

- The objective of the FPP is described as “identif[y] and prioritize the measures necessary to adequately reduce the fire risk *to the project*” (emphasis added). No mention is made of addressing measures necessary to reduce the fire risk *to the surrounding community* in which it seeks to triple existing density. As such there is

⁶ Map showing the Cocos Fire evacuation areas:
(<http://media.nbcbayarea.com/images/Evacuation+map+605pm.JPG>)



K-53

The comment is concerned with the Fire Protection Plan Historical Analysis in that the Coco fire is not included. See Response I-53.

K-54

The comment is concerned with the lack of analysis in the Fire Protection Plan regarding (1) how evacuating Project traffic will impact the ability of current residence to evacuate, and (2) how added human activity may increase fire risk to the existing community. See Topical Response: Fire/ Evacuations regarding evacuations and Response I-59 regarding how the fire protection measures of Proposed Project would improve the fire safety of the surrounding area compared to the existing condition.

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- K-54 cont. no analysis of how the evacuating project traffic will impact ability to evacuate for current residents, or how the added human activity may increase fire risk to the existing community.
- K-55
 - The second paragraph on page 4 inaccurately situates the Project within Eden Valley, failing to mention that a portion of the Project is located in the community of Harmony Grove.
- K-56
 - On page 4, the statement :” *The San Marcos Fire Department (SMFD) encompasses the entire site within its boundaries;*” is incorrect, as portions of Neighborhood Five (approximately 10 acres) are part of CSA 107, Elfin Forest Harmony Grove Fire Department, distinct from SMFD.
- K-57
 - While SMFD plans to “provide fire service for the project,” given how far the San Marcos stations are, first responders are likely to come from two other jurisdictions: Escondido FD and County Fire at Harmony Grove Village (once constructed). Yet San Marcos is granting variances to reduce width of access roads (185’ on Hill Valley at 16’ instead of the 24’ required by County Code), which could endanger other first responders. **Should Escondido and/or other jurisdictions have joint authority to approve these variances?**
- K-58
 - The Project uses adjacent private properties as part of their Fuel Modification Zone (FMZ), requiring 3 property owners to agree to easements to reduce fuel, while the FMZ extends to many more private properties.
- K-59
 - A field visit conducted in July 2012, but no visit was made after the Coco’s fire to analyze fire impact and test whether assumptions made were correct. For example, the Southwestern wind which is described as *infrequent* was a *key factor* in the Project area burning, but no mention is made at all of this recent event.
- K-60
 - Page 9 mentions that “*Imported water and sewer service would be provided by the Valley Center Municipal Water District*”, which is not factual.
- K-61
 - Page 9 notes that “*If agricultural operations in the watershed ceased, the Valiano property would be significantly more xeric.*” FPP should accurately describe current conditions under “Environmental Setting” to include the fact that the avocado grove was destroyed in the 2014 fires.
- K-62
 - “Fire History” on page 12 makes a brief note of Cocos Fire but does not analyze how it burned close to the entirety of the Project footprint, and what was learned from the fire about fire behavior in the valley. Figures 3 and 4 only mention 2003 and 2007 fires, omitting the most recent onsite event.
- K-63
 - Since previous fire in this area would not historically or now have been responded to by San Marcos Fire due to distance, the relevant historical data should at least include vegetation fires in CSA 107, where part of the project is located, and Escondido FD, which would cover this area due to proximity. “*The San Marcos Fire Department did respond to approximately 142 confirmed vegetation fires in San Marcos from 2000 to 2005. This is an average of 24 wildland fire responses in San Marcos per year.*”
- K-64
 - The DEIR goes on to state, “*There is past history of frequent wildfires in similar vegetation and topography found on- and off-site the proposed Valiano project site.*” Then the online version of the FPP which is different from the bound copy adds the sentence, “*However, FIREWISE 2000, Inc. did not find that any large fires have burned the project area in the last 50 years.*” That sentence, clearly added

- K-55 The comment identifies an inaccuracy in the FPP related to the location of the Project. The noted paragraph in the FPP has been revised to address the inaccuracy.
- K-56 The comment identifies an inaccuracy in the FPP related to the Fire Districts that serve the Project. See Response B-3.
- K-57 All proposed mitigation measures have been shared with SMFD and the County to promote clarity and concurrence on approach. There is not a requirement for joint approval beyond the current review process.
- K-58 The comment is concerned with the need for off-site Fuel Modification Zones. These off-site zones would no longer be necessary (see Response I-49).
- K-59 Section 1.4.4 of the FPP –Fire History clarifies that the 2014 Cocos Fire was included as one of the recent fires that have occurred in this area. The lessons learned and evaluation of the Cocos Fire, and other fires, were important for establishing the FPP requirements for the Valiano Project.
- K-60 This comment was addressed by the FPP and the error corrected to state that the Rincon MWD would provide water for the Project.
- K-61 The revised FPP (Appendix L of the Final EIR) addresses this comment in Section 1.4.2 to clarify that a large portion of the planted avocado trees burned in the Cocos Fire. If agricultural and other existing disturbances ceased, the area would revert to a high load, dry climate shrub environment.
- K-62 The comment is concerned with the Fire History, and specifically the lack of analysis related to the Coco wildfire. See Response K-59.
- K-63 The CSA No. 107 acreage with the Project is relatively small, but clarification to the FPP has been made to show that APN 232-500-24 is located within the jurisdiction of CSA No. 107 –Elfin Forest/Harmony Grove.

The total of 142 responses to vegetation fires was obtained from SMFD. Mutual Aid agreements would have enabled other fire suppression responses from other fire departments.
- K-64 Section 1.4.4 of the FPP has been clarified to include the 2014 Cocos Fire in the Fire History Section. The practice of CAL Fire and other local fire

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- K-64 cont. after the fact, is misleading since the Cocos fire burned right through the Project site last year.
- K-65 • While the FPP acknowledges the increased danger from increased housing density, it fails to acknowledge and analyze the impact of the increased density of this Project on surrounding existing residents: *“As the density of structures and the number of residents in the interface increases, potential ignition sources will multiply and a large wildfire occurrence increases. Efforts in this FPP will be made to mitigate the increased likelihood of human ignition of a wildfire spreading to the surrounding wildland fuels.”* (Page 13)
- K-66 • The Fire Behavior analysis is based on a 2006 and 2007 CWPP, which again does not analyze the Cocos Fire. Actual wind speed on the site in 2014 should be discussed, as well as prevailing winds instead of extrapolating from general models.
- K-67 • Onsite vegetation analysis is inaccurate re: existing conditions: *“Most of the site is planted with avocado (Persea americana) and limited amounts of citrus (Citrus sp.)”*. Active agricultural uses were destroyed during the 2014 fire.
- K-68 • The FPP repeatedly avoids analyzing impacts on current residents outside the proposed project. For example, at page 17: *“These open space corridors will be fire prone areas with wildfire threat. However, the Implementation of prescribed Fuel Management Zones (FMZs) recommended in this FPP would create acceptable wildfire protection for all the structures within this development.”* (emphasis added)
- K-69 • Offsite vegetation analysis is inaccurate re: Northern and Southern “Boundary: the *“irrigated and managed avocado orchard”* is now dead trees, hence the statement that *“The exposure of the southern boundary of the project site is significantly reduced by the agriculture (avocado). An extensive area southwest of the southwest corner of the proposed Valiano project is also avocado orchard. This adds additional fuel modification of native fuels in the area and significantly reduces the wildfire hazard”* needs to be revised to reflect **actual conditions** on the ground.
- K-70 • To properly model the fire behavior, should a scenario be included which evaluates building to General Plan designations (i.e., 118 homes on 2 acres), rather than “no project”? *“For purposes of evaluating worst case scenarios it was assumed that if the disturbance to the site were discontinued the site would revert quickly to some form of a very high load, dry climate brush fuel models”?*
- K-71 • Which of the 4 scenarios evaluated reflect the Cocos fire conditions, if any? If none, the analysis should be redone.
- K-72 • Travel times discussed in response time do not take into account traffic conditions on Country Club Drive. Also, in case of emergency, the analysis does not discuss the fact that over 50% of existing residents have horses which in an evacuation means incoming trailers for those without sufficient capacity, and outgoing trailers on two-lane road, along with emergency vehicles.
- K-73 • The reduced width on Hill Valley (p. 31) increases danger to first responders and current residents trying to evacuate. This is not acceptable.
- K-74 • The statement *“If access roads are not currently to DPW road standards, they will be improved to the applicable DPW road standards (See APPENDIX ‘G’ - Valiano Neighborhood Exhibit and Road Circulation Plan)”* has not been evaluated in the EIR.

- K-64 agencies was to not keep permanent fire records for fires of fewer than 300 acres (now permanent records for all fires are kept). Section 1.4.4 – Fire History, is a section of the FPP which documents occurrence of large local wild fires.
- K-65 The FPP does state that statistically the increased density of structures and the number of residents in the interface areas could increase potential ignition sources and thereby increase the likelihood of large fires in the area. See Response I-59.
- K-66 The FPP did not extrapolate from general models. A fire behavior modeling program was used to calculate fire behavior parameters (rate of spread, fire line intensity, and flame height) for on-site and off-site native mature fuels during worst-case scenarios, e.g., for late summer strong winds northeast winds (Santa Ana) and late season, strong south to southwest winds.
- K-67 The revised FPP addresses this comment in Section 1.4.2 to clarify that a large portion of the planted avocado trees burned in the Cocos Fire. If agricultural and other existing disturbances ceased, the area would revert to a high load, dry climate shrub environment.
- K-68 See Response I-59.
- K-69 The comment identifies inaccuracies in the FPP, specifically the off-site vegetation at the Project boundaries. This has been addressed in the changes discussed in Response K-61.
- K-70 Neither CEQA nor County Guidelines require fire modeling to be conducted for Project alternatives. The different scenarios analyzed in the FPP are intended to reflect different weather conditions that could affect fire behavior. Fire behavior modeling was completed for on-site and off-site native mature fuels during worst-case scenarios, e.g., for late summer strong winds, northeast winds (Santa Ana) and late season, strong south to southwest winds.
- K-71 Data and fire behavior from the Cocos Fire were used to validate fire behavior modeling calculations for the Project. The lessons learned and evaluation of the Cocos Fire, and other fires, were important for establishing the FPP requirements for the Valiano Project. The first day of the Cocos Fire ignited during hot, dry, windy Santa Ana Conditions in May 2014. Historically, the fire behavior on the first day of the fire was similar to fire behavior most often experienced during the late summer and fall. The fire behavior of the Cocos Fire most closely matched Scenario 1 described and evaluated in the FPP. However, the fuel parameters (rate of spread, fire line intensity, and flame length) were still not as severe as the worst case scenario conditions that could potentially occur in this area. Using the most extreme worst-case scenario fire behavior calculations in the FPP provides requirements and mitigations that ensure the best protection for lives and property in the area.

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- K-72 The comment is concerned with response time and that the analysis does not take into account traffic conditions. See Response I-55 regarding calculation of travel time and see Response I-62 regarding animal evacuations.
- K-73 As discussed in Subsection 1.2.1.2 of the EIR, the SMFD has accepted this reduced roadway section and a design exception has been granted by County PDS.
- K-74 The Project would improve private roads to meet the County's Private Road Standards, with the exception noted in Response E-6 and K-73. All off-site improvements to roads serving the Project have been analyzed in the EIR

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- K-75
 - Also, the impact to residents analyzed in terms of parking availability and access for residents and guests. *“Fire apparatus access roadways will be designated “fire access roadways or fire “fire lanes” and not obstructed in any manner, including the parking of vehicles.”*
- K-76a
 - Since the FPP acknowledges increased fire danger from increased density and proposes that *“All buildings shall be fully protected with automatic fire sprinkler systems”*, the applicant should be required to install at their cost fire sprinkler systems in all the older homes impacted by added fire risk because of the development without that protection. This should be adopted as Project mitigation.
- K-76b
 - The Cumulative Impact Analysis fails to mention the 2014 fires.
 - Under Additional Requirements, one of the measures is outdated since the onsite avocado orchard is no longer productive. *“4.8.6 The on-site actively managed avocado orchard is anticipated to remain a productive orchard into the foreseeable future. However, if the active management is abandoned and the orchard become dead/decadent and a fire hazard, the SMFD will have authority to remove or have removed the abandoned orchard as a community protection measure.”*
- K-77
 - Requiring adjacent private owners to encumber their property with a FMZ for the benefit of another private entity, and then making the SMFD the authority for *“disputes over fuel modification of individual lots”* is an unreasonable burden on the nearby owners.
- K-78
 - The FPP concludes that, *“This FPP evaluated the adverse environmental effects that the proposed Valiano development may have from wildland fire and to properly mitigate those impacts to ensure that this development does not unnecessarily expose people or structures to a significant risk of loss, injury or death involving wildland fires,”* yet never discusses the adequacy of evacuation routes and impact on evacuating residents outside the Project footprint who will see their fire risk increase as stated on page 13 of the FPP.
- K-79
 - Is it reasonable to expect that proper irrigation of fire-resistant plants within FMZ Zone 1 will occur? These plants must be watered for effectiveness.
- K-80
 - Will the HOA or the individual homeowner be responsible for fuel modification maintenance? There are conflicting statements in project documents. (*Compare, DEIR p. 2.9-18 re: continued maintenance and Appendix L Section 4.4.3 on p. 35 [maintenance under control of HOA].*) Responsibility for fuel abatement must, at the least, be the responsibility of the Project’s HOA. Ideally, a qualified agency would also provide oversight.
- K-81
 - The potential for construction fire has not been adequately addressed. The FPP states the developer will remove flammable brush and vegetation prior to construction. But specifics are not given (*e.g., how much will be removed and in what areas?*). As response times are currently inadequate, construction fire is a potential area of concern. Note that the 2014 so-called Bernardo Fire, in or near the 4S Ranch Community, was started at a construction site, according to media reports. (<http://www.nbcsandiego.com/news/local/New-Details-Bernardo-Fire-Cause-MAST-Hillside-Excavating-261758001.html>)
- K-82
 - If construction occurs during fire season, such as late summer or fall when Santa Wind events are present, these issues are even greater.
- K-83
 - Are water reservoirs at sufficient capacity to air-drop water to the site?
- K-84

- K-75 The FPP identifies the requirement of the County Consolidated Fire Code and SMFD standards that proposed identified fire lanes with widths of 24 feet shall not have parking. Fire lanes with 30 feet width can allow parking on one side; therefore, there would be adequate parking available for Project residents and guests.
- K-76a The Fire Code requires that all new homes built in fire prone areas shall be sprinklered. At present, the Fire Code does not require retrofitting older homes and particularly does not permit the retrofitting of older homes on the property of others.
- K-76b The lessons learned and evaluation of the Cocos Fire, and other fires, were important for establishing the FPP requirements for the Proposed Project.
The FPP documents that devastating wildfires do occur and have occurred in this area and throughout southern California. The purpose of the FPP Cumulative Impact Analysis is to document how the proposed development and other proposed developments in the surrounding area can contribute to the risk and the impact of wildfires. This analysis ensures that established fire codes of the local fire agency are followed and mitigation measures are proposed to ensure that wildfires do not create fire safety and welfare concerns for the residents and visitors of the Project and the surrounding areas.
- K-77 The Valiano HOA would have responsibility to maintain orchards to minimum standards outlined in Zone 2 standards. The FPP was revised to address this comment and clarifies that the HOA will have the responsibility to maintain any orchard to Zone 2 criteria, and that if an orchard is abandoned or dies, the SMFD would have the authority to remove or have the orchard removed.
- K-78 The FPP has been revised and includes proposed mitigation to eliminate or minimize that hazard, including enhanced mitigation requirements, which will no longer require acquisition of a recorded easement from adjacent properties to meet fuel modification requirements.
- K-79 The comment is concerned with the conclusion of the FPP, specifically with the inadequacy of evacuation routes and the impact on evacuating residents outside of the Project footprint. See Topical Response: Fire/Evacuations.
- K-80 The FPP was revised to address this comment with inclusion of the following in Section 4.5.1:
Due to the water shortage caused by the current (sic) drought and water shortage in southern California, the “Survivable Space” landscaping may not include irrigated green lawn, but may be modified with water-

COMMENTS

RESPONSES

- K-80 cont. *less landscaping or trees, shrubs, groundcovers, and other vegetation capable of sustained growth and reproduction with only natural moisture. This would include strict adherence to removal of highly flammable and undesirable plant material (See FPP Appendix B). It would also include strict adherence and use of the San Diego County Acceptable Plants list (See FPP Appendix B). Other types of landscaping can also be utilized; e.g., decorative rock or other material that can be used in lieu of irrigation. The obligation to address drought and water shortage alternatives for all zones within the FMZ will be required by the Project HOA and specified in the development's CC&R's.*
- K-81 The HOA would be responsible for the common areas where fuel modification and hazard abatement is required. Homeowners would be responsible for their individual lots.
- K-82 The comment is concerned with the adequacy of the FPP related to construction fire. The FPP was revised to address this comment with clarification as to specifics in Section 4.11.5
- K-83 The comment is concerned with construction that could occur during the fire season. See Response K-82.
- K-84 The FPP addressed this comment stating that the water district can provide water service for the Project, including adequate water reserves for fire-fighting. The Project shall meet the fire flow requirement by the water district for fire control through the hydrants, the largest fire sprinkler demand, and any domestic use supplied. The new R7 Reservoir will provide access to water storage for portions of the Project. The R7 Reservoir is a planned regional facility that would be implemented by the Project; it will increase fire protection resources in the ID 1 South service area.

COMMENTS

RESPONSES

K-85

- The applicant is receiving a variance for a reduced FMZ from 150 ft. to 100 ft. which could increase fire risks to residents and neighbors in terms of emergency access and evacuation difficulties; the impact of this variance is not evaluated in the DEIR. Nor is the impact associated with reducing the width of Hill Valley Drive. Also, who is responsible for enforcing the requirements imposed by the SMFD for homes with reduced defensible space (here, lots 1, 3, 4, 119-123, 127, 135, 149, 150, 158, 162, 163, 170, 171, 258, 289)?

K-86

- Do FMZs overlap with areas required for biological mitigation? *See*, attached **Exhibit B** (August 14, 2014 site drawings)

K-87

- Section 4.5.3 of Appendix L states regarding Zone 3 (the off-site perimeter parcels which provide the required 150-foot fuel treatment zone for select Project parcels) that adjacent properties will provide the required modification of hazardous fuels 150 feet from off-site structures. There is no assurance that easements can be obtained.

K-88

- Fire water storage is also assumed to be available (*see*, DEIR Appendix P pp. 3-4). Is this accurate?

K-89

- See*, **Exhibit C** attached hereto for additional comments regarding the FPP. These comments are fully incorporated herein by reference.

K-90 Mitigation measures are also inadequate. Section 7.2.10 relies upon the implementation of numerous PDFs for fire protection but these are not proposed for adoption through the mitigation program; thus, they are not enforceable or effective under CEQA. Also, the FPP contains extensive requirements for fuel modification as well as requirements for lots with less than 150 feet of defensible space. These must be made CEQA mitigation measures. The “Additional Requirements” identified on Page 44 must also be adopted through the mitigation program. Again, also, the requirement that individual lot owners shall be responsible for maintenance of fuel modification areas in accordance with the extensive requirements of the FPP is not adequate; individual owners and residents cannot be relied upon for proper fuel management practices.

K-91 Feasible mitigation has not been adopted and/or has not been shown to be infeasible. The DEIR states, “[p]olice and fire protection service demands would likely increase with implementation of the Proposed Project . . . With regard to fire protection, substantial fire protection facilities are available in the Project vicinity with the construction of the proposed Harmony Grove Fire Station. A two-acre lot has been transferred to the County for the new fire station and a [CFD] has been established with a funding mechanism in place. *The Project would contribute its fair share to construction and operation of the station*” (p. 3.1.4-29) (emphasis added). Yet the DEIR at p. 3.1.7-7 states that no mitigation is necessary. These are seemingly inconsistent statements.

K-92 The DEIR states nonetheless that, “To be able to avoid potential impacts from exceeding the five-minute travel time in responding to fires and emergencies, the Harmony Grove Fire Station would have to be in operation for the portion of the Project outside of the EFD’s Station #6 coverage. Therefore, prior to occupation of portions of the site outside of the five-minute travel time, the Harmony Grove Fire Station must be in operation.” Thus, the DEIR proposes for adoption M-HZ-3b which states that, “Prior to occupancy of any structure that does not meet the five minute travel time according to Figure 7 of the approved FPP, either the Harmony Grove Fire Station must be in operation and providing service, or alternate mitigation measures must be provided to the satisfaction of the County Fire Authority and the PDS Director.” But this measure

K-93

K-85 The Project would improve private roads to meet the County’s Private Road Standards, with the possible exception noted in Response E-6.
The FPP provides enhanced mitigation requirements for those lots that have fewer than 150 feet of FMZ, and the SMFD has agreed the enhanced mitigation would provide adequate protection for those lots. Both the SMFD and HOA would be responsible for enforcing the requirements for homes with reduced defensible space.

K-86 The FPP requires that fuel modifications do not overlap with the 50-foot buffer for the RPO.

K-87 The comment is concerned that easements for the off-site fuel treatment zone (Zone 3) cannot be obtained. *See* Response I-49.

K-88 The SMFD maintains fire storage in each of its existing water tanks that would be available for a fire. Fire protection and flows are governed by the SMFD. The Project has been assigned a 1,500 gpm residential fire flow requirement by District.
The 2014 Rincon Water Master Plan identified the R7 Reservoir as a facility required to meet future growth within the District and to provide fire protection in the Improvement District No. 1 (ID 1) South service area for existing and future customers. The location and hydraulic elevation can help provide increased fire protection and also operational and emergency storage in the ID 1 South service area that may have been reduced with the conversion of the District’s R-1A Reservoir to recycled water, immediately southeast of the Project site and east of the Harmony Grove Village project.
The Project may need the R7 Reservoir and resulting water pressure to meet storage and/or fire flow demands. Therefore, the EIR considers the District owned APN 228-313-14 reservoir site, associated pipelines, and service access road as part of the Final EIR.

K-89 The comment refers to Exhibit C attached to the comment letter. *See* responses to Exhibit C comments in Responses K-179 to K-212.

K-90 The mitigation measures are fire code requirements or mitigations approved by the SMFD and the County. Also *see* Response K-15 related to the enforceability of Project Design Features.

K-91 The comment is concerned with Additional Requirements (FPP, page 44) and requests that they be adopted as mitigation measures. *See* Response K-90.

K-92 The comment is concerned with an inconsistency related to mitigation (pages 3.1.4-29 and 3.1.7-7). The statements in the EIR are not inconsistent as both sections determine that impacts to fire protection would be less than significant. The new temporary Harmony Grove Fire

COMMENTS

RESPONSES

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| K-92
cont. | Station, for which the Project would pay a fair share for construction and operation, became operational in 2015. This station will provide the required response travel time for emergency response for the Project and impacts would be less than significant regarding the five-minute travel time. |
| K-93 | The comment is concerned with mitigation measure M-HZ-3b that does not obligate the Applicant to any “fair share” funding. In addition, the commenter states that “until funding sources exist and the applicant pays their fair share that this must be deemed a significant impact.” See Response K-92. |

K-93
cont.

does *not* obligate the applicant to any “fair share” funding as indicated at DEIR, p. 3.1.4-29. The existing San Marcos Fire Department facilities cannot meet the General Plan travel time requirement of 5 minutes. While the Harmony Grove Village project station will be able to meet travel time requirements, this facility is not fully funded with regard to capital costs to build the station or the ongoing costs for operation. *See, Exhibit C* hereto. Even with funding sources, there are “gaps” in the funding. *Id.* Until such time that funding sources exist and the applicant is obligated to pay its fair share for construction and operation, fire impacts must be deemed a significant impact of the Project. Also the fact that “alternative mitigation measures” may be provided is not assurance of effective and enforceable mitigation pursuant to CEQA. The DEIR indicates that *only* if the Harmony Grove Fire Station is operational that impacts will be less than significant for a portion of the Project site.

K-94

The Project also relies upon the procurement of certain easements on private properties adjacent to the Project site for fuel modification (150 feet from structures). It is not clear that these easements can or will be secured, though necessary for fire protection mitigation. Thus, impacts have not been reduced to less than significant. Moreover, how will off-site fuel modification zones be monitored and maintained? Will the Project’s HOA be responsible for and permitted to maintain the FMZ on adjacent private properties?

K-95

Was the variance to permit less than 150 feet of fuel modification fully evaluated? Where in the DEIR are the justifications in support of this variance?

Land Use

The Project is inconsistent with and impedes the goals and policies of the County of San Diego General Plan (2011)⁷. As a result, there are significant and unmitigated land use impacts contrary to the conclusions of the DEIR.

County of San Diego General Plan

The Project conflicts with numerous County General Plan policies, and these conflicts are not mitigated by the proposed General Plan Amendment. Initially we observe that the Project conflicts with the principles and intent of the new General Plan. The County prominently states on its website that the General Plan,

K-96a

is the first comprehensive update of the San Diego County General Plan since 1978 and is the result of the collective efforts of elected and appointed officials, community groups, individuals, and agencies who spent countless hours developing a framework for the future growth and development of the unincorporated areas of the County. This document replaces the previous General Plan and is based on a set of guiding principles designed to protect the County’s unique and diverse natural resources and **maintain the character of its rural and semi-rural communities**. It reflects an environmentally sustainable approach to planning that **balances the need for adequate infrastructure, housing, and economic vitality, while maintaining and preserving each unique community within the County, agricultural areas, and extensive open space**.

The General Plan directs future growth in the unincorporated areas of the County

⁷ (<http://www.sandiegocounty.gov/pds/generalplan.html>)

K-94

The comment is concerned with the requirement to obtain off-site easements for fuel reduction and is concerned as to how these fuel modification zones will be monitored and maintained. See Response I-49.

K-95

The comment questions whether the fuel modification reduction from 150 feet was fully evaluated and requests the justification for the support of the variance. The FPP (Section 4.7) requires enhanced mitigation for dwellings with fewer than 150 feet of a Fuel Management Zone (FMZ). After evaluation, these mitigations were defined for each residential structure and lot development standards where there are fewer than 150 feet of FMZ.

K-96a

The Project location is consistent with the County’s commitment to reduce 15 percent of housing capacity in the eastern rural areas of the County and shifting 20 percent of the future growth to the western communities. The County believes the Applicant’s request for a General Plan Amendment is appropriate and in keeping with the intent of the principles and goals of the County’s General Plan by adding regional fair share housing unit additions in close proximity to transportation and employment centers, thereby reducing a portion of the housing shortfall within the unincorporated County areas. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding provisions of housing adjacent to major public and private infrastructure and investments, comprehensive transportation options, and major employment centers; consolidated (clustered) design and principles and goals of the County’s General Plan; as well as the unique character of the semi-rural community. Also see Responses G-4, G-6, I-8 and I-65.

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K-96a cont. with a projected capacity that will accommodate more than 232,300 existing and future homes. This growth is targeted to occur primarily in the western portions of the unincorporated County where there is the opportunity for additional development. Compared to the previous General Plan, this update reduces housing capacity by 15 percent and shifts 20 percent of future growth from eastern backcountry areas to western communities. This change reflects the County’s commitment to a sustainable growth model that facilitates efficient development near infrastructure and services, while respecting sensitive natural resources and protection of existing community character in its extensive rural and semi-rural communities. **The General Plan provides a renewed basis for the County’s diverse communities to develop Community Plans that are specific to and reflective of their unique character and environment consistent with the County’s vision for its future.** (emphasis added)

(<http://www.sandiegocounty.gov/pds/generalplan.html>)

K-96b The Project fundamentally conflicts with the General Plan insofar as it represents a dramatic change in the land use intensities than permitted by the current General Plan. **The Project also does not represent an extension of other higher density areas in a manner anticipated by regional planning documents.** See, General Plan Housing Element Figure H 2 identifying SANDAG “Smart Growth Opportunity Areas” near “Village Centers.” (<http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/GP/HousingElement.pdf>)

K-97 The Project also conflicts with specific General Plan Policies related to preservation of rural, natural, and agricultural areas; smart growth; transportation planning; noise abatement; environmental sustainability; and fire protection and services. Conflicts exist as to the following policies, among others:
LU-1.2 Leapfrog Development. Prohibit leapfrog development which is inconsistent with the Community Development Model ... 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.

K-98 **LU-5.3 Rural Land Preservation.** Ensure the preservation of existing open space and rural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) when permitting development under the Rural and Semi Rural Land Use Designations.

K-99 **LU-13.2 Commitment of Water Supply.** Require new development to identify adequate water resources, in accordance with State law, to support the development prior to approval.

K-100 **LU-14.4 Sewer Facilities.** Prohibit sewer facilities that would induce unplanned growth.

K-101 **M-4.3 Rural Roads Compatible with Rural Character.** Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]

K-96b See Response K-96a. Although the Valiano Project increases density, the clustered design reduces the intensity of the proposed development by reducing the impact footprint. Although Valiano is not a smart growth project many of the elements of smart growth were included in the design and location of the project to stay consistent with County General Plan Principles and Goals. See Response G-6 regarding density, and Responses D-1 and D-4a regarding smart growth. Refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

K-97 The responses regarding specific General Plan Policies are addressed in the following comments. Regarding leapfrog development, policy LU-1.2 does not apply because the Project does not include a Village density. See also Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response G-6.

K-98 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. The Project is consistent with policy LU-5.3 as follows. The development plan concentrates residences to protect sensitive habitats, steep slopes, and agricultural lands. Open Space areas were selected primarily to avoid and preserve RPO wetlands and steep slopes. All habitat mitigation would occur off-site in areas of higher-quality wildlife habitat that allow for wildlife movement and provide carbon sequestration benefits for the region.

K-99 The Proposed Project is exempt from Senate Bill 610/221 regarding water supply documentation, based on its size (fewer than 500 units). The Project was included in the 2014 Rincon UWMP update. The property has historically used more water than it is projected to use following completion of development. In 2013, even after reducing water over previous years, the property used a significant amount of water to serve

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- K-99 cont. agricultural irrigation from Rincon MWD potable water sources in addition to the use of on-site well water during this period. The Project Water Study (Appendix P) and Section 3.1.8.2 of the Final EIR provided a historical analysis of water use on the property with a baseline year (2013), including an analysis of average annual usage as well as peak usage by existing irrigation meter size. The District shall consider the Project's historical water consumption in relationship to the projected demand for the single family development and consider appropriate offsets, if any, which may be necessary to mitigate the Project's impact on District supply. This approach would meet the District's 2014 UWMP goal of no net increase in imported water supplies to supply new development. Therefore the Project is consistent with policy LU-13.2.
- K-100 The on-site sewer system and WTWRF has been sized for the planned development only, similar to Harmony Grove. In addition, the Project does not violate County General Plan Policy LU-14.4. Policy LU-14.4 allows extension of sewer service beyond Village boundaries when necessary for a conservation subdivision adjacent to existing sewer facilities. The Project would likely meet the intent of a conservation subdivision, and is located adjacent to existing sewer facilities. For this reason the plan is consistent with the conservation subdivision exception of policy LU-14.4 of the County's Land Use Element.
- K-101 The only public road within the Proposed Project is Country Club Drive. New water quality standards, public safety issues, and constraints within easements make it infeasible to construct Country Club Drive without curbs, gutters and sidewalks. County Mobility Element Policy M-4.3 allows for exceptions to rural road design by inserting the language "where feasible." Therefore, Valiano is consistent with Policy M-4.3.

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K-102 **M-4.4 Accommodate Emergency Vehicles.** Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

K-103 **M-4.5 Context Sensitive Road Design.** Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.

K-104a **M-8.1 Maximize Transit Service Opportunities.** Coordinate with SANDAG, the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to: 1. Maximize opportunities for transit services in unincorporated communities.

K-104b The Project’s distance to the Sprinter station is over one mile at best, and the terrain is largely not walkable (no sidewalks). There are no immediately accessible mass transit opportunities for the Project residents.

K-105 **M-8.5 Improved Transit Facilities.** Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and a

K-106 **COS-11.1 Protection of Scenic Resources.** Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

K-107 **COS-11.3 Development Siting and Design.** Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:

- Creative site planning
- Integration of natural features into the project
- Appropriate scale, materials, and design to complement the surrounding natural landscape
- Minimal disturbance of topography
- Clustering of development so as to preserve a balance of open space vistas, natural features, and community character.
- Creation of contiguous open space networks

K-108 **COS-12.1 Hillside and Ridgeline Development Density.** Protect undeveloped ridgelines and steep hillsides by maintaining semi-rural or rural designations on these areas.

K-109 **COS-13.1 Restrict Light and Glare.** Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.

K-110 **COS-14.1 Land Use Development Form.** Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.

K-102 All private internal streets have been designed to accommodate appropriately sized fire apparatus and emergency vehicles. Private residential streets were reviewed and approved by the local fire authority with jurisdiction over the Project. Lane widths and turning radii factored fire apparatus mobility into the design. The Project is consistent with County Mobility Element Policy M-4.4.

K-103 All roads within the Valiano Plan area were designed to conform to the natural terrain and do not deviate significantly from surrounding roadways. Roads were engineered appropriately to state and local standards with the least amount of disturbance to surrounding natural landforms as possible. The Project site does not support significant wildlife corridors that would require wildlife crossings.

K-104a Mobility Element Policy M-8.1 directs the County on how to design and construct public transit systems, and does not apply to individual development projects.

K-104b Project road design is appropriate for the community design and location. The Project site is located within 2 miles driving distance of the Nordahl SPRINTER rail station which links to the COASTER and BREEZE buses, and 2.1 miles driving distance from the I-15/SR 78 interchange. Palomar Hospital is located 1.7 miles driving distance from the Project site and Cal State San Marcos is located 3.1 miles driving distance from the Project site. In addition, as part of mitigation for traffic impacts, the Project would install a sidewalk at the north end of Country Club Drive that would connect two currently disconnected sections of sidewalk, thereby making it easier for Project residents to walk to the SPRINTER station.

K-105 County Staff shall identify any appropriate improvements identified in the EIR. If mitigation measures are necessary, the Project would make improvements to public infrastructure, roads, and transit facilities. In addition, the Project Applicant would pay into the County’s Traffic Impact Fee (TIF).

K-106 The Project would not impact dominant landforms or topographic features in the immediate vicinity, such as Mt. Whitney or other prominent ridgelines or hills. Specific to the City of San Marcos, the areas identified as sensitive in views from SR-78 include the hillsides and peaks of Double Peak Mountain and Mt. Whitney. As generally described throughout the visual analysis, Project-related residences would be substantially below the Mt. Whitney peak (at an elevation of over 1,700 feet amsl), as well as below visible residences in the City on the hillsides and ridgelines below it. Open views to the Mt. Whitney upper slopes and peak associated would not be disrupted. Specific to the lower Double Peak, this feature is located west of Mt. Whitney and on the other side of the ridgeline that includes Mt. Whitney. It is not included in views that include the

<p>K-106 cont.</p>	<p>Project area from SR-78. The Project would similarly have no effect on Frank’s Peak (located west of Harmony Grove Village). These findings are also relevant to the regionally significant scenic vistas, scenic landscapes, prominent ridgelines and dominant landforms issues noted in the comment. The regionally significant scenic vistas/landscapes (i.e., important to a region, and not primarily a local area) are either associated with the ridgelines seen from so many vantage points in County and city jurisdictions; or are located within protected public access areas with designated viewpoints (e.g., the Harmony Grove Overlook in Elfin Forest Recreational Reserve). These areas are beyond the Project or already impacted at higher elevations than the Project’s impacts. There are no scenic open water reservoirs that would be affected by the Project. The Project is consistent with COS-11.1. Also see Response K-17 regarding the location of scenic highways/corridors in relation to the Project.</p>
<p>K-107</p>	<p>Chapter 2 of the Valiano Specific Plan addresses the design elements and materials the Project incorporates to meet General Plan Policy COS-11.3. Specifically, the Plan’s text includes the following statement: “The design addresses basic community planning goals and concepts as well as community-wide issues of conservation and design. These goals include the preservation of the hillsides and open space through careful layout and orientation of roads and neighborhoods.” Section 2.1 of the Project Specific Plan includes the following information which satisfies COS-11.3: “Maintain the semi-rural character of the community by using natural materials that enhance the existing unique features and identity of the site and protect open space for a variety of informal outdoor experiences where regular use is encouraged through careful placement and attractive design.” The clustered design with smaller lots also allows for greater conservation of resources and open space. The Project would preserve 31.2 acres within a biological open space easement and another 35.4 acres within an agricultural open space easement. Additionally, restriction of structures from over half of the Project site (allowing it to act as visual open space) contributes to the rural feel of the area and acts as a visual amenity. The Project blends with the existing community character of the area through landscaping, setbacks and also the provision of a multi-use trail which would accommodate equestrian users and equestrian features at the proposed neighborhood park (e.g., water trough, tie-ups). The design details included in the Project are discussed in the Specific Plan and are compliant with COS-11.3.</p> <p>Furthermore, the Project is consistent with each sub-point of the policy:</p> <ul style="list-style-type: none"> • The site has been creatively planned to retain areas with oaks and wetlands (integration of natural features), an existing pond, equestrian staging area and a Neighborhood Park open to the public in the most accessible location (see Figures 2.4-10a and b). • Relative to appropriate scale, materials and design, the homes would not exceed two stories, which is currently seen on hillsides on both

	<p>K-107 cont. sides of the valley. Roofs would be dark brown and homes would be painted in earth tones. Stone elements would be incorporated into entry monuments, and wood would be notably visible in the three-rail equestrian fencing along the Project roads. Much of the Project ultimately would be obscured by native vegetation or Project landscaping, merging into the surrounding natural landscape.</p> <ul style="list-style-type: none"> • Minimal disturbance of topography is being attained. This is because the existing gradients are generally being followed, with homes primarily located in the valley, following small increases in elevation, and then being aligned along lower portions of the east-facing western slopes, in strict conformance to the County RPO steep slope encroachment restrictions (see Response F-2). • Clustering of development has been incorporated. Homes have been clustered to retain a large amount of visual open space, including park areas, biological set aside and existing agricultural areas. • Relative to creation of contiguous open space networks, Figure 1-13 of the EIR depicts the agricultural, biological, common open space and landscape easements that combine to create an unbroken open space area from north to south along the Project western boundary, as well as some open space east-west connections within the Project Neighborhoods 1, 2, 3 and 4 (and a north-south connection in Neighborhood 5) that are interrupted by the narrow Project roads and paths/trails. <p>The Project is consistent with COS-11.3.</p> <p>K-108 The comment is concerned with compliance to General Plan Policy COS-12.1 (Hillside and Ridgeline Development Density). See Response K-16 of this letter regarding Project compliance with COS-12.1.</p> <p>K-109 As detailed in EIR Subsections 2.1.2.5 through 2.1.2.7 and 2.1.2.9, the Project would be required to strictly comply with the County LPC. The LPC is designed to minimize light pollution and maintain the quality of night skies (“dark skies”). This occurs through restrictions on lumens, use of light shields and control of light “spill” onto areas not requiring illumination, as well as only providing for night lighting of the WTWRP if staff are present and working (would only occur on an intermittent basis). Lights would be minimal, shielded and pointed downward. Elimination of street lights unless required for safety purposes also plays a role. The Project is consistent with COS-13.1.</p> <p>K-110 The location of the Project near to major state and federal highways, near a SPRINTER station, near a primary hospital, near to employment opportunities and primary shopping opportunities, etc., consistent with California Assembly Bill (AB) 32 and Senate Bill (SB) 375 strategies, is expected to potentially reduce trips usually associated with southern California transportation patterns. The conformance with compact design</p>
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K-110
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and community character is described in Responses D-1, D-4a, I-8, and K-11b, as well as EIR Subchapter 2.1 and Section 3.1.4. The Project is consistent with COS-14.1 and meets the spirit and intent of Guiding Principle 2 of the General Plan to “promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development.”

K-111 **COS-14.5 Building Siting and Orientation in Subdivisions.** Require that buildings be located and oriented in new subdivisions and multi-structure non-residential projects to maximize passive solar heating during cool seasons, minimize heat gains during hot periods, enhance natural ventilation, and promote the effective use of daylight.

K-112 **COS-15.1 Design and Construction of New Buildings.** Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

K-113 **COS-15.4 Title 24 Energy Standards.** Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

K-114 **COS-16.5 Transit-Center Development.** Encourage compact development patterns along major transit routes.

K-115 **S-3.6 Fire Protection Measures.** Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire.

K-116 **S-6.3 Funding Fire Protection Services.** Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

Here, this Policy could mean mitigation in the form of constructing or funding a new road connection to La Moree Road. Note also that fair share funding has not been required as to the construction of the Harmony Grove Village fire station.

S-6.4 Fire Protection Services for Development. Require that new development demonstrate that fire services can be provided that meets the minimum travel times identified in Table S-1.

Travel Time	Regional Category (and/or Land Use Designation)	Rationale for Travel Time Standards**
5 min	<ul style="list-style-type: none"> ■ □ □ Village (VR-2 to VR-30) and limited Semi-Rural Residential Areas (SR-0.5 and SR-1) ■ □ □ Commercial and Industrial Designations in the Village Regional Category ■ □ □ Development located within a Village Boundary 	

K-118 **S-6.5 Concurrence of Fire Protection Services.** Ensure that fire protection staffing, facilities and equipment required to serve development *are operating prior to, or in conjunction with*, the development. Allow incremental growth to occur until a new facility can be supported by development. (emphasis added)

K-119 **N-1.3 Sound Walls.** *Discourage the use of noise walls.* In areas where the use of noise walls cannot be avoided, evaluate and require where feasible, a combination of walls and earthen berms

K-111 Building siting and orientation was carefully studied. The Valiano Specific Plan notes “the Plan has been designed to demonstrate sustainable design practices through a variety of measures including energy efficient home design, functional street trees, native and drought resistant plant materials, and Low Impact Development (LID) storm water facilities, which are intended to reduce the overall footprint of the community. A significant amount of vegetation is proposed and many existing trees are preserved. A system of interconnected public and private trails provides an alternative mode of travel. The Plan shall use landscape shading of paved and hardscape surfaces and employ the use of high reflective and porous materials that would significantly reduce the heat gain of pavements by the sun. The Plan shall use cool pavement technology where possible for roadways and sidewalks to help reduce energy consumption, air pollution, and greenhouse gas emissions. The final location of the cool pavement areas would be identified during final engineering.” Incorporation of the above mentioned building methods and the maximization of shade and minimization of impervious surfaces meets the intent of Conservation and Open Space Element Policy COS-14.5.

K-112 Section 2.1.1 of the Valiano Specific Plan notes the Project shall comply with Conservation and Open Space Element Policy COS-15.1. The Plan notes “in addition to regulatory requirements, the Project would incorporate several design features and best management practices to reduce construction and operational GHG emissions...The energy features would also be verified in the Title 24 Compliance Report submitted during the building permit process.” The first bullet on page 2-2 of the Specific Plan states the Project’s participation in the California Green Builder program.

K-113 The energy features would be verified in the Title 24 Compliance Report submitted during the building permit process. These features include: participation in the California Green Builder Program; enhanced heating, ventilation and air condition (HVAC) systems and duct seals insulation (achieve 2016 Title 24); enhanced ceiling, attic and wall insulation (achieve 2016 Title 24); high-efficiency water heaters (with 19 percent of residential water heating needs accommodated by solar water heaters); energy-efficient three-coat stucco exteriors; high efficiency window glazing; Energy Star appliances and energy-efficient lighting; rooftop solar photovoltaic panels that would supply a minimum of 30 percent of residential electricity needs per planning area (Neighborhoods 1-5); residential electric vehicle charging stations that would provide electrical capacity and appropriate circuitry in proximity to vehicle parking areas and/or garages; parallel hot water piping or hot water recirculation systems; buyer-optional high-efficiency clothes washers; drought-tolerant landscaping plan; high efficiency drip irrigation systems; the use

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K-117 Response
K-118 Response
K-119 Response

K-113 cont. of reclaimed water from the proposed WTWRF for outdoor irrigation; the Project would provide areas for storage and collection of recyclables and yard waste for each residence; maximization of shade and minimization of impervious surfaces; low- VOC coatings and sealants during construction and operation; natural gas fireplaces; traffic calming measures where allowed; use of Tier 4 construction equipment; building products that have at least 10 percent recycled content; and use of recycled materials for flooring and sustainable wood products and other recycled materials where possible. With inclusion of these features, the Project would be in conformance with Conservation and Open Space Element Policy COS-15.4. Also see Response K-112.

K-114 Placing housing near transportation, employment, shopping and services, helps minimize travel times and is consistent with the goals SB 375 (Sustainable Communities and Climate Protection Act of 2008). Additionally, the County General Plan Guiding Principle 2 promotes compact development near transportation facilities, retail centers, and employment centers thereby reducing VMT. Increased density near infrastructure and commercial and employment development reduce the strain on public funds necessary for improvements. The Project is a semi-rural compact development outside the village core area, yet very near employment and retail opportunities in San Marcos and Escondido and the transportation facilities and infrastructure that facilitate North County residents. Additionally, the Project is approximately 1.7 miles driving distance from the I-15/SR-78 interchange, thereby reducing miles traveled to transit opportunities, reducing pollution generation, and maintaining compliance with COS-16.5. Also see Response K-104.

K-115 According to the FPP prepared for the Specific Plan area, adequate mitigation and fire buffers are in place to reduce the risk of structural and human loss due to wildfire, consistent with Policy S 3.6. The City of San Marcos requires even more stringent fire buffer rules and regulations than the County.

K-116 The Project complies with Policy S-6.3 of the County’s General Plan Safety Element. Information on compliance with Policy S-6.3 was provided in Chapter 5.4 of the Valiano Specific Plan. See Response I-63 regarding the infeasibility of connecting to La Moree Road. The financial agreements provided below provide evidence of conformance with the County’s Safety Element. The Project Applicant proposes a Community Facility District (CFD) fee contribution to the San Marcos Fire Department for primary emergency service to the Plan area. In addition a financial contribution would be made to the Harmony Grove Fire Station to provide first emergency response services to the Plan area, in an amount acceptable to the County. The combination of primary service from SMFD, mutual aid agreements from County Fire agencies, and the fair share contribution to the Harmony Grove Fire Station meet Policy S-6.3 of the County’s General Plan Safety Element.

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- K-117 The Valiano Plan area complies with General Plan Safety Element Policy S-6.4. Emergency service response times shall meet the five-minute travel time shown in Table S-1 of the County’s Safety Element. Section 5.4 of the Valiano Specific Plan provides details on the fire protection services and how the Plan area proposes to meet emergency response times. The entire Project site is located within a five-minute travel time of the Harmony Grove Fire Station. Also see Response K-116.
- K-118 The Project complies with Policy S-6.5 of the County Safety Element. Agreement with the San Marcos Fire Department for primary service to the Plan area has been secured. Service agreements have been made with County Fire agencies for mutual aid to the Plan area. First response would come from the Harmony Grove Fire Station which must be constructed and operational prior to first occupancy of Project units, unless other mitigation options are approved by the SMFD. The temporary Harmony Grove Fire Station is already operational and able to serve the Project area.
- K-119 Berms are usually associated with sound walls when the wall will be very tall and is also visually accessible. In this case, the only sound walls proposed for the Project are located in one area, in Neighborhood 5, west of Country Club Drive, and would be associated with lots backing on to that roadway. The required barriers are not of excessive height (5.5 to 6 feet in height), and additionally would be sited downslope from the roadway, so that less of their height would be visible. As noted in the policy, vegetation or other screening methods to “soften” the appearance of the wall are also appropriate. In this instance, intervening roadside vegetation would partially obscure these features, and an architectural treatment would be applied to render it more visually appealing (see Figure 2.1-10b). There are noise walls to the south of the Project associated with Harmony Grove Village. The walls would not be continuous because no walls are proposed where the WTWRF, the equestrian staging area, and the park are adjacent to Country Club Drive. The Project is consistent with N-1.3.

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K-119 cont. and require the use of vegetation or other visual screening methods to soften the visual appearance of the wall. (emphasis added)

K-120 **N-4.1 Traffic Noise.** Require that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

K-121a Many of the foregoing policies are not discussed in the DEIR. As to air quality, the DEIR concludes that impacts are less-than-significant with respect to conflicts between the Project and General Plan air quality policies, but this conclusion is not supported where the DEIR finds that air quality impacts are *significant* on an operational and cumulative basis. Additionally, the DEIR asserts, “the Project would be built in accordance with the Building Industry Association’s California Green Building Program to reduce impacts to air quality. The *key* CGB design features would account for 15 percent greater energy efficiency than the current Title 24 2008 energy code.” (emphasis added) As discussed above, Title 24 was updated in 2013.

K-121b Finally, as to applicable General Plan mitigation measures, these must be adopted as CEQA mitigation measures, not Project design features, in order to be legally enforceable and effective (p. 3.1.4-9). The Project also fails demonstrate compliance with or include applicable General Plan mitigation measures, including but not limited to: Aes-1.3, Aes-1.7, Aes-1.8, Agr-1.1, Agr-2.1, Haz-4.3, Hyd-1.7, Hyd-2.1, Pub-1.4, Pub-1.5, USS-4.1, USS-4.3. (http://www.sandiegocounty.gov/content/dam/sdc/pds/epupdate/docs/BOS_Aug2011/EIR/FEIR_7_00 - Mitigation Measures 2011.pdf)

K-122 **Elfin Forest Harmony Grove Community Plan**
 The Project is inconsistent with and impedes the goals and policies of the San Dieguito Community Plan and the Elfin Forest and Harmony Grove portion of the Community Plan⁸.
 The DEIR states,
 [C]ommunity plans have been adopted as integral parts of the General Plan to provide the framework for addressing the issues and concerns unique to each community that are not reflected in the broader policies of the General Plan. The San Dieguito Community Plan augments the 2011 General Plan and contains goals and policies specific to the San Dieguito CPA. Each community/subregional plan in San Diego County identifies specific community character attributes and outlines goals and policies intended to preserve those attributes. The Proposed Project site is located in the northernmost portion of the San Dieguito community planning area. (DEIR p. 3.1.4-3)
 The Elfin Forest and Harmony Grove Portion of the San Dieguito Community Plan the planning areas of Elfin Forest and Harmony Grove, which total approximately 6,793 acres in size and fall within the San Dieguito CPA. The southern portion of

⁸(http://www.sandiegocounty.gov/content/dam/sdc/pds/docs/CP/ELFIN_FOR_HARM_GROVE_CP.pdf)

K-120 As discussed in Subsection 2.6.2.1, Project traffic did not contribute a cumulatively considerable amount of traffic noise to off-site receptors. Therefore, the Project’s traffic noise impact on cumulative traffic noise does not exceed acceptable levels and the Project is consistent with Policy N-4.1 of the County General Plan Noise Element.

K-121a The Project is consistent with General Plan policies related to air quality as discussed in Subsection 3.1.4.2 of the EIR.

K-121b The Project would be required to comply with the 2016 Title 24 Energy Code. See Response K-27.

K-122 The comment is concerned with the enforceability of Project Design Features. See Response K-15.

K-123 The comment correctly cites the Project EIR relative to the community plans. This is a global comment about the Project’s inconsistencies with goals and policies of the San Dieguito Community Plan and Elfin Forest/Harmony Grove portion of the San Dieguito Community Plan, and no specifics are provided. Refer to Section 3.1.4 of the EIR and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

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the Proposed Project site falls within the Harmony Grove community. Land Use goals for the Harmony Grove community include preservation of the rural small town feeling, open access community design that unifies multiple developments into 'one neighborhood,' and continued preservation and dedication of natural and cultural resources and open space. The Land Use Element encourages environmentally sensitive, responsible equestrian uses; preservation of a rural visual environment and visually significant resources; continued agricultural uses; and buffers between urban areas and rural residential uses. (DEIR p. 3.1.4-4)

First, the Project conflicts with the existing land uses and character of the area, which is described in the EFHG Community Plan as,

The Harmony Grove community encompasses areas that are primarily single-family rural residential communities on estate lots sprawling over hillsides, along with agricultural uses and residential livestock keeping ... It has no established trails; no commercial development or non-agricultural industry, except for one concrete-pipe plant; no sidewalks; and no extractive land uses ... Urban areas of Escondido and San Marcos immediately adjoin several portions of Harmony Grove. Harmony Grove residents value open space, quiet, dark nighttime skies, and low traffic volume. **There are no street lights, lighted signs, or traffic signals. Some of the key elements of the Harmony Grove character and values include one- and two-story single family homes on large lots; large animal facilities on residential properties; no clustered development; no "cookie-cutter" developments; no walled developments, and no gated communities.** (EFHG Community Plan p. 16) (emphasis added)

The Project does not fulfill the vision for the future Harmony Grove community, described in the EFHG Community Plan as:

The area is rural in nature, extremely quiet, peaceful, and generally remains in its natural state, except for the agricultural uses. The dark night sky is an important aesthetic resource. **The most scenic views in Harmony Grove are of the hills, valleys, riparian habitat, and grazing farm animals;** and these visual qualities must be preserved. **The area remains non-industrial with low-densities,** which preserve the community's historic rural agricultural character. The residents embrace a green community, where they continue their rural small-town lifestyle, enjoy keeping leisure and market animals, and live in harmony with the land and the wildlife . . . The historic rural habitat is preserved where the Village is surrounded by large-lot rural homes and small, family owned farms and vineyards that preserve the critical relationships necessary for this environmentally sensitive and balanced green community. The all-important rural voice is not overwhelmed by the urban voice. (Community Plan p. 23) (emphasis added)

The Project site is located *outside* the Village boundary particularly outside the Harmony Grove Village (HGV) Boundary. The EFHG Community Plan states explicitly that, "the Harmony Grove Village Boundary, shown on Figure 3 on page 25, is a growth boundary that identifies land to

K-124

K-125

K-124

The comment correctly cites the Community Plan text. This comment states that the Project conflicts with the existing land uses and character of the area as described in the Elfin Forest/Harmony Grove portion of the San Dieguito Community Plan. No specifics are given, but bolded text indicates potential points of the commenters' intent. In addition to the response below, please refer to Section 3.1.4 of the EIR for discussion of Project land use consistency and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

The cited text no longer matches what is present in the Plan area. The Project does not conflict with the existing land uses and character, because there is a higher level of built environment within the plan area and the immediately visible areas around it, as described throughout these responses. There are now street lights along Country Club Drive. When the revised Plan was adopted in 2011, it incorporated the Harmony Grove Village Project, which included limited lighting for safety purposes, as well as clustered development with associated smaller lots, community amenities such as developed parks and meeting areas, and commercial elements. Sound walls along Country Club Drive were an approved part of that Project (2006). Harmony Grove Village is currently building out according to plan, and is definitely part of the existing condition, abutting the Proposed Project on the south-westernmost corner.

Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding EFHGCP Policy LU-1.5.1. Also, note that only one to two story homes are planned. Neighborhood 5 would present equestrian opportunities, trails and Neighborhood park areas to off-site viewers, as well as horse-keeping lots. The Project entry signs would be lighted only by small can lights with focused beams to directional signage (placed in low wall formats). Privacy walls would be similar to those found along Country Club Drive and also would be largely obscured by Project landscaping. The community would not be gated.

K-125

The cited text is an accurate quote from the Community Plan. This comment states that the Project does not fulfill the vision for the future Harmony Grove Community, as described in the Elfin Forest/Harmony Grove portion of the San Dieguito Community Plan. No specifics are given, but bolded text indicates potential points of the commenters'

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K-125 cont. which development should be directed. Areas outside this limit line are not intended to expand and should retain the original Harmony Grove rural residential and agricultural character” (p. 27) (emphasis added). Thus the EFHG Community Plan accounts for HGV yet notes that “[if the pattern shown on the General Plan Land Use Map is strictly followed], the final number of urban homes should approximately equal the number of rural homes in the neighboring communities and Harmony Grove should be able to keep its rural voice” (p. 21) (emphasis added). The EFHG Community Plan does not envision a continuation of higher density development like that of HGV; rather, it anticipates that HGV with its higher densities will be *balanced* by the continuation of rural development consistent with *current* General Plan land use designations.

K-126 Likewise, the Project does not satisfy or conform to specific EFHG Community Plan Goals and Policies including but not limited to:

Goal LU-1. Preservation of the rural small town feeling of Harmony Grove and **Policy LU-1.5.1** Require minimum lot sizes of two acres of land designated as Semi-Rural 4 or lower densities and one acre of lands designated as Semi-Rural 1 and Semi Rural 2 as the standards.

The Project conflicts with Policy LU-1.5.1 for lot sizes including in Neighborhood 5.

K-127 **Policy LU-1.6-2.** Promote design of development with a rural, country theme.

K-128 **Policy LU-1.8.1.** Require mitigation land for development within the community to be purchased within the community to create open space and trails.

K-129 **Policy LU-1.9.2.** Encourage the keeping of equestrian and market animals.

K-130 **Policy LU-1.9.7** Strictly enforce manure and odor control.

K-131 **Policy LU-1.10.1.** Reduce front setbacks to allow grazing, but not housing, of leisure and market animals residential fenced front yards.

K-132 **Goal LU-2.1** Preservation of the rural unincorporated community of Elfin Forest and its cohesiveness with its neighbor, the rural unincorporated community Harmony Grove.

K-133 **Policy LU-2.2.1** Ensure that the number of urban residences does not greatly exceed that of the rural residences in the greater unincorporated communities of Harmony Grove and Eden Valley. The clear intent of Policy LU-2.2.1 is to prevent the original Harmony Grove residents, identified in the Community Plan as living in large lot equestrian properties, from becoming outnumbered by residents of clustered, small lot, non-equestrian properties. This skewed ratio would create a majority voice for the suburban resident and encourage migration of the original rural equestrian residents out of the community, further eroding the community character and culture. Development according to the current GP yields an urban/rural balance consistent with Policy LU-2.2.1. Development according to the Valiano SPA, including counting the Project’s horse keeping properties as rural residences, still yields a 3 to 1 urban prevalence, clearly altering the residential balance that Policy LU-2.2.1 was designed to protect. This issue and the possible impacts to community character must be studied in the EIR.

K-134 See, **Exhibit E** attached hereto containing further discussion on Project inconsistency with **Policy LU-2.2.1**.

Policy LU-3.1.3. Encourage developers and public agencies in the County to acquire Elfin Forest’s sensitive environmental habitat as mitigation.

K-125 cont. intent. In addition to the response below, please refer to EIR Section 3.1.4 for discussion of Project land use consistency.

Please refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Impacts Analysis relative to properties included in the cited Plan (Neighborhood 5).

Relative to the focus on those elements considered most scenic, the Project would be expected to comply with the Plan. Project design follows the existing topography, with homes located in both valley portions and the lower portions of the western hills. Existing development is located on higher portions of those hills and the ridgelines. None of the Project western hillsides are located within the Elfin Forest and Harmony Grove Community Plan boundaries, and equestrian trail head, park, and pond uses would be retained in the “valley” portion. The contrast of valley and hill topography would continue. The primary scenic riparian habitat in the Plan area is associated with Escondido Creek, which neither crosses nor is adjacent to the Project. A pond area on site in Neighborhood 5 would be retained. See Response K-124 regarding the built environment. There are currently no dairy cows grazing in the plan area. The surrounding parcels contain more views to livestock than the Project parcels, and those uses can continue. The proposed site uses are not industrial in nature and would not be expected to generate equipment noise, delivery truck noise, etc. exceeding other residential areas. The WTWRP would incorporate a barn-like main building, and other features would largely be at ground level and/or very small in size; both of which would be easily obscured by edging landscaping from the most visually accessible areas.

With implementation of the Valiano Specific Plan and GPA, all portions of the Plan area would change to the Semi-Rural 0.5 (SR-0.5) designation. Densities under the proposed designation range from 2 du/gross acre to 1 du/2 gross acres, depending on slope. The densities proposed under the Project Specific Plan are consistent with the proposed SR-0.5 designation, which is an appropriate designation outside of the Village boundary. Please refer to the Topical Response cited above and Responses I-7, I-8, G-6 and G-7. Response

K-126 The cited text is an accurate quote from the EFHGCP. See Topical Response: General Plan Amendment and Boundary Line Adjustment CEQA Analysis regarding portions of the Project site located within the subarea plan, and LU-1.5.1 consistency. See Response K-15 regarding the site’s rural components. Relative to “preservation of the [existing] rural small town feeling” of Harmony Grove, refer to Comment K-125.

K-127 The comment is concerned with Project compliance with Policy LU-1.6-2. See Responses G-6 and I-7.

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- K-128 The Project has been conditioned to demonstrate consistency with EFHGCP policy LU-1.8.1 when mitigating the impacts within the EFHGCP area. The current text of policy LU-1.8.1 is, “When considering the appropriate mitigation for impacts to biological resources within the community, consider local community options first. The acceptance of biological mitigation options outside the planning area is strongly discouraged when appropriate mitigation is available within the planning area.” To the extent that appropriate mitigation parcels cannot be located with the community, please note that all mitigation would require resource agency and County approval.
- K-129 As stated in the comment, the EFHGCP “encourages” the keeping of equestrian and market animals, rather than requiring animal keeping. Neighborhood 5 includes lots which allow the keeping of equestrian and market animals.
- K-130 The Valiano Specific Plan area would comply with EFHGCP Policy LU-1.9.7. Mitigation measure M-HZ-4 requires the preparation and implementation of a Manure Management and Fly/Vector Control Plan. In addition, manure and odor control would be included within the Covenants, Conditions and Restrictions (CC&Rs).
- K-131 As per Page 2-8 of the Valiano Specific Plan, “the project CC&Rs and HOA would allow grazing of leisure and market animals in residential fenced front yards.”
- K-132 See Responses G-2, G-4, I-3, I-7, I-8, I-17, and I-19 as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.
- K-133 The comment is concerned with LU-2.2.1 – “Ensure that the number of urban residences does not greatly exceed that of the rural residences in the greater unincorporated communities of Harmony Grove and Eden Valley.” See Responses I-65, , K-15, U-2a and AD-5, as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.
- K-134 See Response K-128. Policy LU-3.1.3 restates the direction in Policy LU-1.8.1.

K-135 Policy CM-5.1.1. Require construction of pedestrian trails linking each and every house as a condition of development for subdivisions with 5 or more homes.

K-136 Goal CM-10.2 A sewage disposal system that retains the rural character of Elfin Forest – Harmony Grove and Policy CM-10.2.1 *Require all proposed new development to use septic systems with one septic system per dwelling unit.*

K-137 Goal COS-1.2 Native soil and topography moderately interspersed with low impact residential and agricultural uses and Policy COS-1.2.1 Require development to minimize impact on soil resources. Topography is maintained wherever possible. Policy COS-1.2.2. Prioritize Elfin Forest areas to be purchased as mitigation property. (EFHG Community Plan pp. 27 – 47)

Zoning Ordinance
 The Project may also conflict with or violate provisions of the County Zoning Ordinance including the Subdivision Ordinance. For instance, the Project violates the requirement that secondary units are permitted on lots no less than 20,000 square feet. These conflicts are not necessarily resolved by the proposed rezoning or adoption of a Specific Plan.
 Finally, any deviations from any requirements for preservation of natural slopes have not been justified and the deviations create potential land use and visual impacts that have not been discussed or mitigated.

Noise
Operational Traffic Noise
 The adopted threshold of significance for exterior noise is whether implementation of the Project would “Expose exterior on- or off-site, existing or reasonably foreseeable future, NSLUs to noise (including road noise) in excess of 60 CNEL for single-family residential uses” (p. 2.6-4). The DEIR states that existing traffic noise levels along Country Club Drive were measured at two locations and the measurements ranged from 52.5 to 56.6 dBA. *See also*, Acoustical Site Assessment Report (“Noise Study”) p. 21. With respect to these locations, the DEIR states that future noise levels could exceed the County’s 60-CNEL threshold for exterior use areas for single-family residential uses.

K-139 **Impacts are significant in the Existing plus Project (E+P) scenario as to off-site sensitive noise receivers.** Table 2.6-3 shows that numerous receiver locations will exceed 60 dB when Existing conditions are combined with Project conditions. Further, several of the receivers such as R07, 09, 10, and 21 currently experience traffic noise levels *below* 60 dB, but these levels will increase *above* 60 dB when Project noise is added to the existing ambient environment. Yet the discussion at p. 2.6-6 does not mention the Existing plus Project scenario, nor the fact that traffic noise levels exceed 60 dB under this scenario (the DEIR states that “[a]s shown in Table 2.6-3, future noise levels would exceed 60 CNEL at both structural facades and exterior use locations for off-site residences in both the *Existing plus Cumulative* condition, and the *Existing plus Project plus Cumulative* condition”). This is a substantial omission in light of Table 2.6-3. Because traffic noise in the Existing plus Project scenario exceeds applicable noise levels and the adopted threshold of significance (p. 2.6-4), impacts must be deemed significant as to off-site receptors.

K-140 The DEIR asserts at p. 2.6-6 that impacts are less-than-significant in the Existing plus Cumulative and Existing plus Project plus Cumulative conditions because the “change” over existing noise levels with the Project is less than 1 dBA. This 1 dBA standard is not identified as

K-135 The Valiano Plan area includes a trail connection to each house in Neighborhood 5 as detailed in Figure 3-1 in the Specific Plan.

K-136 The comment is concerned with Goal CM-10.2 and Policy CM-10.2.1 related to sewage disposal systems. See Responses G-3 and I-29 as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

K-137 The Project would not impact dominant landforms or topographic features in the immediate vicinity, such as Mt. Whitney or other prominent ridgelines or hills. Regarding policy COS-1.2.2, see Response K-128. Policies COS-1.2.1 and COS-1.2.2 restate the direction in Policy LU-1.8.1 and LU-3.1.3 and the comment does not specifically identify inadequacies with the EIR.

K-138a Since the circulation and recirculation of the Draft EIR, Senate Bill 229 (SB-229) was approved on October 8, 2017 which amended Government Code Section 65852.2. The approval of SB-229 is a state-mandated local program and authorizes Accessory Dwelling Units in areas zoned single-family or multifamily use and is ministerial. This EIR takes a conservative approach and has identified as stated above that up to 54 lots likely would include an Accessory Dwelling Unit.

K-138b Deviations from ordinances relative to preservation of steep natural slopes are not requested as part of the Project. As described in EIR Subchapter 2.1.2.2, and Response F-2, 35.6 acres of slopes on the property, or 15 percent of the site, meet the definition of County RPO steep slopes; only approximately 1.1 acres, or less than 1 percent of the Project site, would be impacted. This would occur in a total of 16 lots/areas with steep slope encroachment, with an average encroachment of approximately 5.4 percent. With one exception, the encroachments within each lot would be less than 10 percent of the steep slope (substantially below that percentage allowed by the RPO). Lot 214 would have an encroachment of 11.8 percent, which – as specified in the RPO – is allowable because this lot exceeds 80 percent steep slopes. All lot grading would conform to the RPO and no deviation is requested. The Project is also consistent with the San Dieguito Community Plan Soils Policy #8, as explained in comment K-4.

K-139 The comment is correct; within Table 2.6-3, there are off-site receptors that would be exposed to noise levels that would exceed 60 Community Noise Equivalent Level (CNEL) when considering the Existing Plus Project condition. However, per the County’s significance thresholds¹, off-site direct noise impacts (i.e., Existing versus Existing Plus Project) are considered significant when new projects generate noise that more than doubles the existing sound level. As noted in Section 1.1.2 of the AAR, a doubling of sound energy is equivalent to an increase of 3 decibels. As shown in Table 2.6-3, although noise levels for some receivers would

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cont. exceed 60 CNEL when compared with existing conditions under the Existing Plus Project scenario, none of the locations would increase the noise levels by 3 A-weighted decibels (dBA; the highest increase is 2 dBA).

The noise model did not include intervening residential homes and structures. These existing features would further reduce traffic noise levels to 60 dBA CNEL and below at these existing residential lots. Therefore, the Project would not result in a significant direct impact under the Existing Plus Project condition.

¹County of San Diego. 2009. *Report Format and Content Requirements: Noise*. January 27, 2009.

K-140 See Response K-139 regarding the assessment of direct off-site exterior noise impacts.

K-140 cont. part of the threshold of significance on p. 2.6-4 (Section 2.6.2.1). Arguably this standard applies to cumulative impacts (*see*, Noise Study pp. 8, 22), but this still does not address the Existing plus Project scenario.

K-141 In addition, M-N-2 is not shown to be effective for interior noise levels for on-site residences. Reliance upon a future study is not adequate mitigation under CEQA. Also, the measure merely requires an “analysis”; there is no action required in the event that the analysis reveals interior noise in excess of 45 CNEL.

K-142 Mitigation related to the wastewater treatment plant is also uncertain where the program calls for the preparation of a future study to be reviewed by Staff outside the CEQA process. There is no certainty that the 45 dB standard can be achieved with respect to the waste water plant, which will already be constructed and possibly operational at the time of the future analysis.

Construction Noise

K-143 The DEIR suggests that construction noise impacts to on-site receptors are less-than-significant during mass grading phases because grading, ripping and blasting would occur *prior* to the development (and presumably occupancy) of on-site residences (p. 2.6-13). However, the DEIR indicates elsewhere that construction *including grading* would occur in *phases* (p. 1-20 “Grading would be done by individual neighborhood, beginning with Neighborhood 5, followed by Neighborhoods 1, 2, 3 and 4”). *See also*, p. 1-21. To the extent that grading will occur when earlier phases of the Project are occupied, on-site residences could be exposed to unacceptable construction noise levels. Analysis of this issue and appropriate mitigation is required. Mitigation could include: (1) installation of temporary noise barriers; (2) use of electrical construction equipment; (3) prohibition of idling of vehicles more than 3 minutes; (4) banning heavy trucks near (within 250 feet) of sensitive uses; and (5) scheduling of construction activities so they do not interfere with noise sensitive operations.

K-144 Off-site construction activities are not shown on the basis of substantial evidence to result in less-than-significant noise impacts. According to the Noise Study, these activities include “grading, compacting, paving, and undergrounding of utilities” (p. 30).

K-145 As to off-site receptors during construction, the Noise Study at Figure 5 indicates that construction noise impacts are still significant even with the 12-foot noise control barrier. The County’s Noise Ordinances establishes a 75-dBA standard between 7 a.m. and 7 p.m. *at the boundary line of the property where the noise source is being generated* or any occupied property where noise is received during construction. Figure 5 indicates that the 75-dBA threshold is met or potentially exceeded at the Project’s property line. Existing properties are *very close* to the Project boundary. *See*, Figure 2.2-1 (air quality section). In addition, M-N-7 is inadequate where it allows the preparation of future acoustical analysis and, potentially, the creation of new mitigation based on ill-defined standards and outside the CEQA review process.

K-146 Installing a 12’ barrier “to block the line of sight” (M-N-7) will not mitigate for excessive noise. Since the mitigation measure does not mitigate for the impact, another measure needs to be devised, such as prohibiting such activity within 180’ of occupied offsite residences.

K-147a Similarly the risk of using rock breakers near structures that could be permanently damaged from the vibration is not fully analyzed. Proposing simply to *not use* a breaker within 300’ of occupied residences (M-N-8), when an entire Neighborhood 3 adjacent to several existing homes is to be carved out of granite mountain, appears at best difficult to implement, which may result in the breaker being used anyway after Project approval, and asking Staff for variances as has been the case for blasting and grading at the nearby Harmony Grove Village site. Since there are

K-147b

K-141 Mitigation Measure M-N-2 requires that an interior acoustic study be conducted that demonstrates that interior resident noise levels would be below 45 CNEL. Details regarding building plans and materials are not available at this stage of the Project. As mentioned within Section 2.6.2.1, examples of enhanced building elements including thicker dual-paned windows with spacing of a ½-inch or greater would satisfy this interior requirement. Future studies would include these types of measures to adequately mitigate the impact and would be addressed prior to issuance of building permits.²

²In *Oakland Heritage Alliance v. City of Oakland* (2011), the Court defended the approach of reliance on compliance with the applicable regulatory framework. Where an agency has evaluated significant impacts and identified measures that will mitigate them, it doesn’t have to commit to any particular identified measure as long as it commits to mitigate the impacts. The details of exactly how mitigation will be achieved under the identified measures can be deferred pending completion of a future study. Where impacts are of a type for which mitigation is known to be feasible, but practical considerations prohibit devising such measures early in the planning process, the agency can permissibly articulate specific performance criteria and commit to ultimately devising mitigation measures that will satisfy the criteria. (Coon 2011)

K-142 Mitigation Measure M-N-4 requires noise control measures to ensure that the WTWRF complies with applicable noise regulations. The Applicant is required to provide a final noise impact analysis as part of the facilities design submittal package for the WTWRF. The noise impact analysis shall demonstrate that the facility complies with the 45 dBA LEQ property line limit. The conditions of approval would ensure that the correct equipment/structural noise barriers are properly installed to reduce noise levels to County standards.

K-143 As noted on Page 2.6-13, the noise impact analysis for the Proposed Project focused on mass grading, which is typically significantly louder than other activities; the Project would require extensive material excavation and/or fill. However, the grading, along with all of the loudest construction processes (specifically, ripping, the use of breakers, and blasting) would occur prior to the development of proposed on-site residences. Since on-site residences would not yet be occupied prior to the mass grading and blasting construction activities, impacts to on-site residences are expected to be less than significant because the County Noise Ordinance construction noise sections only apply to occupied structures.

Additionally, the impact statements N-7, N-8, and N-9 do include the potential of construction noise impacts to off-site as well as on-site

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K-143 cont.	residences (should they be occupied) from ripping, rock breaking, and blasting, respectively. Mitigation Measures M-N-7, M-N-8, and M-N-9 apply to any occupied residents, whether they are on-site or off-site.
K-144	Construction noise impacts associated with off-site utilities would be similar to the types of equipment that are analyzed within in Section 7.2 of the AAR. The construction would include the use of a small- to medium-sized excavator, medium-sized loader and dump truck for the excavation and closure of the trenches. A small- to medium-sized excavator would create noise levels of 73.6 dBA LEQ at a distance of 50 feet. The excavator or backhoe and loader would be expected to be in front of any single home for no more than two hours. At a worst-case potential distance of 25 feet from the nearest property line distance, the average noise level would be expected to be 73.6 dBA LEQ (8 hour). Thus, noise levels from off-site construction activities would comply with the County Noise Ordinance and not be in excess of the allowed levels.
K-145	<p>According to the County’s significance threshold for construction noise impacts, a project would result in a significant impact if it generates construction noise that exceeds the 75 dBA eight hour average sound level limit. As shown in Figure 5 of the AAR, with the implementation of the noise barrier, the construction noise level would not exceed 75 LEQ at the property boundary, thereby mitigating the impact.</p> <p>The second paragraph of M-N-7 allows the Applicant to provide a supplemental noise analysis if different construction equipment or activities would be used than those assumed in the noise analysis. The reduction or modification of the noise barrier would only be approved if it can be demonstrated that the construction activities are reduced to 75 dBA or below at the property line, subject to approval by the County PDS.</p>
K-146	The barrier proposed as mitigation was modeled using software that takes construction equipment and topography into account to demonstrate that the proposed barrier would reduce construction noise from ripping to the County’s noise standard. Noise contours from dozers ripping hard soils with the 12-foot noise barrier included in M-N-7 are shown in Figure 5 of the AAR. Additionally, all grading operations are subject to the County Noise Ordinance and are required to comply with these regulations.
K-147a	The noise report includes vibration analysis from the equipment most likely to generate groundborne vibration that may affect adjacent structures. A hydraulically operated impact hammer attached to a tracked excavator is commonly called a breaker and may create impulsive noise, which is addressed in the AAR. Vibration generated from a breaker would be roughly equivalent to a jackhammer, which generates vibration at 0.035

K-147a
cont. inches per section peak particle velocity (PPV) at 25 feet (Caltrans 2013)³. As noted in the AAR, the most likely source of vibration during Project construction (excluding blasting) would be a vibratory roller, which creates approximately 0.21 inches per second PPV at 25 feet. Using Caltrans criteria, the guideline vibration damage potential criterion for older residential homes (for continuous sources) is 0.3 inches per second PPV. Using this criterion, provided that a vibratory roller is at a minimum of 19 feet from the nearest residence, vibration levels would not exceed 0.3 inches per section PPV. Off-site residences are located further than 19 feet from the Project site; therefore, damage from either piece of equipment due to groundborne vibration is not expected to occur. To mitigate noise impacts, accordance with the implementation of M-N-9 the use of a breaker would be prohibited within 300 feet of property lines of occupied residences. A variance is not a part of the Project and all mitigation measures included in the MMRP would be sufficient to reduce the sound levels to less than significant. See Response K-15 regarding enforceability of mitigation measures.

³California Department of Transportation (Caltrans). *Transportation and Construction Vibration Guidance Manual*. September 2013.

K-147b Mitigation Measure M-N-9 prohibits the use of breakers within 300 feet of property lines of occupied residences. Material that would require a breaker would be relocated a minimum distance of 300 feet from the nearest residence and therefore a breaker would not be used within 300 feet.

The consideration of a Project alternative that would reduce or relocate grading is included in the Alternatives section of the EIR. As shown in that section, the Reduced Grading Alternative would avoid or reduce potential impacts associated with grading to off-site residences.

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K-147b cont. current residences within the 300' radius of where proposed homes where heavy grading in rock would occur, the proper mitigation would be to require the Project to avoid placing grading sites requiring rock breakers within a 300' radius from existing homes.

K-148 Similarly, the issue of potential structural impact to residences from blasting is addressed simply by "using an approved blaster and getting the required permits" (M-N-9). How would that possibly prevent and/or indemnify for vibration impact to existing homes, many of them older?

K-149a M-N-9 is not shown to be effective. The future "specific analysis" will be conducted post-project approval, without the benefit of public review and scrutiny. There is no guarantee that M-N-9 can provide any sort of effective mitigation for area residents. M-N-9 is also onerous and unrealistic - physically removing existing livestock for the duration of the blast is absolutely unworkable with large animals. Getting horses in and out of trailers is very difficult in the best of times with their usual handlers that they are accustomed to, and either placing that burden on horse owners for the benefit of the Project, or subjecting the horses to handling by third parties hired by the applicant is not an acceptable way to humanely deal with the Project impact on large animals.

K-149b The only practical mitigation measure would be to prohibit all blasting, given that the Project is surrounded on all sides, including in San Marcos, by agricultural and/or rural properties, the preponderance of which have large animals on site. It is not reasonable to impose the burden of compromising animal welfare on the surrounding property owners who stand to gain nothing from the project.

K-149c Further, the blasting map below completely contradicts the mitigation measures proposed, since they depict plans to blast well within the 180' of existing homes, which will require drilling. In the image below the red areas are expected blast areas (and, as residents learned from HGV there will be many more than this), the red arrows point to existing homes, and the blue arrow points to an existing well. Note that in Neighborhood 3 blasting is proposed right up to the property lines and the same is true in the northern most section, in complete contradiction with the mitigation measures stated. How can the public and the decision makers fairly evaluate impacts which are obfuscated and hidden in appendices and technical reports when the summary is so very misleading?

K-149d

K-150a

K-150b

K-148 Mitigation Measure M-N-9 requires the Applicant, prior to any construction activities, to prepare and implement a blast plan to reduce impacts associated with vibration generated by blasting. The Project Applicant would be required to conform to the final blast plan, which would include preliminary testing information to determine the local soils vibration damping characteristics and demonstrate that no significant vibration impacts to any affected structure would be anticipated as a result of blasting activities. Any blasting planning and impacts and/or damages that may occur are the sole responsibility of the owner and blasting planning company.

K-149a A full blasting analysis cannot be completed until after the site has been cleared of all surface material to expose the type of material to be blasted, and until the extent of the area of blasting and required charge type is known. The analysis in the AAR is based on reasonable assumptions from information in the geotechnical report.

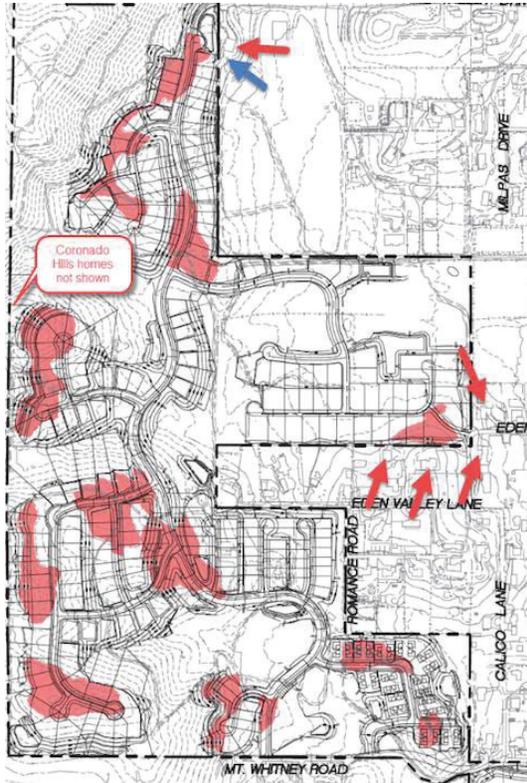
Mitigation Measure M-N-9 requires the preparation of a blasting control plan. The blasting control plan would need to comply with the requirements of County Noise Ordinance, Sections 36.408, 36.409, and 36.410, as well as San Diego County Consolidated Fire Code Section 96.1.3301.2 and all other applicable local, state, and federal permits, licenses, and bonding. Further, various aspects of blasting, including flyrock and airblast, are regulated by the Code of Federal Regulations (30 CFR 816.61-816.68). The blast plan shall include any necessary noise measures such as (but not limited to) temporary noise barriers and blankets, increased setbacks, limiting construction equipment operations, and any other methods specified within the blasting plan must be implemented to comply with County Noise Ordinance requirements. As noted in Response K-148, all blasting activities would be required to conform to the final blast plan, which would provide detailed analysis regarding local soils damping characteristics and demonstrate that no significant vibration impacts to any affected structure would be anticipated as a result of blasting activities. All blast planning shall be conducted by a San Diego County Sheriff approved blaster, with the appropriate San Diego County Sheriff blasting permits, and all other applicable local, state, and federal permits, licenses, and bonding. The blasting contractor or owner shall conduct all notifications, inspections, monitoring, and major or minor blasting requirements planning, with seismograph reports as necessary. It is acceptable to include mitigation that requires a future plan be prepared that demonstrates a project activity would comply with a performance standard (in this case complying with the County codes listed above).

- K-149b Subchapter 2.6 of the DEIR listed the correct text for Mitigation Measure M-N-9; this text did not list removing livestock as part of the measure. The listing for M-N-9 in Table S-1 and Section 7.1.6 incorrectly included text regarding livestock removal, which has been corrected in the EIR. The potential removal of livestock is included in the Project not as a mitigation measure but as a Project Design Feature, as noted in Table 1-4 in Chapter 1 of the EIR. This Project Design Feature requires 48-hour notice prior to a blasting activity for each residence within or partially within 600 feet of the blasting location. If livestock may be affected, the resident would be given the option to move their livestock to a designated remote location identified on the blasting plan. Relocation of horses is provided as an option for residents if they wish to move livestock during blast events and is not a requirement. Identification and care/maintenance of the remote location would be the responsibility of the blasting contractor. The described Project Design Feature was used during blasting for Harmony Grove Village and proved successful.
- The commenter’s concern is noted, however, and the EIR includes a Project alternative that minimizes blasting and grading; please refer to the discussion under Reduced Grading Alternative, which would reduce and/or eliminate areas requiring blasting and consequently reduce noise and vibration impacts associated with this activity.
- The project is conditioned to require the applicant to relocate horses during blasting as a service to the community and not as a mitigation measure.
- K-149c The comment is concerned with the relocation of horses should it be identified that they would be affected as a result of Project blasting. As discussed in Response K-149b, analysis of noise impacts to livestock or domestic animals is not a CEQA issue under the State CEQA Guidelines or the County’s Guidelines of Significance for Noise. The option for owners to relocate horses to a construction contractor-identified location during blasting would be provided as a service to the community and not as a mitigation measure. See Response K-149b for additional information.
- K-149d The comment is concerned with the burden of placing animal welfare on the surrounding property owners. Please see Responses K-149b.
- K-150a The figure referred to in the comment is included as Figure 3 in the AAR, which is the map of the proposed rock cut areas potentially requiring blasting, which was used to analyze impacts. As noted in the AAR on Page 25, the areas in close proximity to the red-highlighted areas are those with the greatest potential to impact existing residences. The noise analysis focused on the area where rock ripping would occur closest to existing residences, as shown on Figure 4. Consequently, the EIR concludes that the Project would result in potentially significant impacts to off-site residences. The Mitigation Measures M-N-7, M-N-8, and M-N-9 would apply to any on-site or off-site occupied residences

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| K-150a
cont. | within the distances indicated in the measures, not just the area shown in Figure 4. The purpose of the post-mitigation contours in Figure 4 is to demonstrate that a 12-foot high noise barrier would be effective to reduce noise levels from ripping equipment. A similar barrier would be required within any areas where ripping, drilling, or excavation would occur within 180 feet of an occupied residence. |
| K-150b | The comment states that the analysis in the EIR is obfuscated and misleading. The information presented in the main text of the EIR is an accurate summary of the technical analysis, meant to convey the results of the analysis in a manner that is accessible to the non-technical reader. For readers that are interested in reviewing the additional details, the technical appendices are also provided as part of the public review of the document. |



K-151 The diagram included in the DEIR does not show the homes on Coronado Hills in San Marcos - yet by referencing other maps it appears blasting is proposed right below existing homes, conveniently located in another jurisdiction which does not get to decide on the project approval outcome. See, Exhibit A for further reference to Coronado Hills homes.

Water Supply

K-152 Water supply impacts must be deemed a **significant** impact of the Project. The DEIR must be revised with respect to water supply in light of the April 29, 2015 water availability letter from the Rincon del Diablo Municipal Water District (RMWD), (DEIR, Appendix O) RMWD writes that they are now under Level 2 drought restrictions⁹. RMWD's previous availability letter of April 15, 2012 regarding the Project stated that RMWD was under

⁹ RMWD must reduce their water by 32% over 2013 usage (<http://www.rinconwater.org/latest-news/147-drought-update>)

K-151 Figure 2 in the AAR shows the areas surrounding the Project, similar to the map within the Exhibit A of the commenter's letter. In Section 2.6.1.4 of the EIR, existing noise-sensitive land uses in the Project vicinity are described, which include areas north, east, and west of the Project site. Mitigation applies to any construction activities within the setback distances described in the measures (see Response K-150a). No comments were received from the City of San Marcos regarding blasting and/or noise issues.

K-152 The comment is concerned with water supply and states that impacts must be identified as significant based on the (then) current drought and regulations. See Responses C-2, C-8, and C-10.

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K-152
cont

Level 1 drought restrictions. That April 15 letter stated unequivocally that “If Rincon is forced to re-enter the Level 2 Drought Alert, the Board of Directors will suspend consideration of new potable water available.” RMWD’s April 29, 2015 availability letter also references Executive Order B-29-15, issued on April 1, 2015, requiring that, due to the severity of California’s drought and likelihood that it will stretch to 2016 and beyond, the Water Board shall impose a statewide 25% urban water reduction in usage. (http://gov.ca.gov/docs/4.1.15_Executive_Order.pdf) In light of this Executive Order and the voluntary Level 2 drought restrictions adopted by the District¹⁰ RMWD wrote on April 29, 2015 that new meters may *not* be permitted and will be dependent on future actions by water suppliers and Rincon’s Board of Directors. Consequently, water supply for the Project has not been shown to be available or adequate in violation of CEQA¹¹. *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* 40 Cal. 4th 412, 432 (informational purposes of CEQA are not satisfied by an EIR that simply ignores or assumes a solution to the problem of supplying water to a proposed land use project).

K-153

It is not demonstrated that RMWD will be able to meet the Project’s water demands under Multiple Dry Year scenarios. The DEIR vaguely claims that RMWD has “plans” in place that will meet water demand in multiple dry years but this is not substantial evidence of adequate water supply. “Speculative sources and unrealistic allocations (‘paper water’) are insufficient bases for decisionmaking under CEQA.” *Vineyard Area Citizens, supra*, at p. 432. A water supply assessment may also be required. *See*, Water Code § 10910 (C)(3).

K-154

In addition, the April 29, 2015 RWMD availability letter notes that Reservoir 7 must be made a part of the Project, yet the DEIR states that this facility is not part of the proposed Project (p. 2.11-6). This conflict must be resolved. RWMD specifically puts the County on notice that the facility must be included in the project’s planning *and environmental review process*.

K-155

Water supply impacts are significant insofar as the Project’s additional housing population is not included among regional land use plans, and therefore the population has not been accounted for in water supply plans. And, it is not shown that adequate supply of imported water exists to service the Project in light of the Project’s increased housing beyond that accounted for in regional plans. The RMWD receives its water from the San Diego County Water Authority (SDCWA), which receives its water primarily from the Metropolitan Water District (MWD). The MWD receives its water from imported sources: the Colorado River and the State Water Project. Thus, currently, SDCWA receives 80% of its water from imported sources, with 50% coming from the Colorado River^{12 13}. The DEIR does not demonstrate that the Project’s reliance upon imported water for water supply is adequate in light of drought conditions and depleting supply at sources.

K-156

Traffic
There is no mention or analysis of construction traffic in the traffic analysis; for example, there is no analysis of construction traffic related to the off-site haul trips for the export associated with the improvements to Mt. Whitney Road. Also, how will on-site construction traffic impact residents of earlier phases of the development?

¹⁰ (<http://rinconwater.org/latest-news/147-rincon-customers-continue-conserving>)

¹¹ Given the necessary 32% reduction requirement, arguably RWMD should be under Level 3 mandatory restrictions. *See*, Rincon MWD Ordinance No. 15-120.2, attached hereto as Exhibit F.

¹² (<http://www.sdcoastkeeper.org/blog/san-diego-water-supply/item/135-where-your-water-comes-from.html>)

¹³ (<http://www.sdcwa.org/san-diego-county-water-sources>)

K-153 The comment is concerned with whether the RMWS will be able to meet the water demands of the Project under Multiple Dry Year scenarios. See Responses C-2, C-8, and C-10.

K-154 The comment is concerned with the inclusion of Reservoir 7 in the Project. See Response C-5.

K-155 Water planning is achieved at the regional level by the San Diego County Water Authority. The Water Authority is charged with the responsibility to determine the region’s reliance on imported water sources and balance those with local conditions, supply and preservation. See Response K-99.

K-156 The Project does not anticipate to have any off-site hauling of export material and therefore a quantitative construction traffic analysis is not warranted. However, a construction traffic discussion has been added to Subchapter 2.8 of the Final EIR. This addition simply clarifies the conclusions made in the EIR and does not provide significant new information.

COMMENTS

RESPONSES

K-157

The DEIR states the Project would result in significant direct and cumulative impacts to a number of roadway segments and intersections (both signalized and unsignalized):

- Under Existing Plus Project and Existing Plus Cumulative Plus Project conditions, significant **direct** and cumulative impacts would occur along two analyzed **roadway segments**, including:
 - City of Escondido: **Impact TR-1a** Country Club Drive from Auto Park Way to Hill Valley Drive (LOS F: Direct **and TR-1b** and Cumulative)
 - County of San Diego: **Impact TR-2** Country Club Drive from Hill Valley Drive to Kauana Loa Drive (LOS F: Cumulative Only)
- Under Existing Plus Cumulative Plus Project conditions, significant cumulative impacts would occur at two analyzed signalized intersections, including: City of Escondido:
 - **Impact TR-3** Auto Park Way/Mission Road (LOS D/D during the AM and PM peak periods)
 - **Impact TR-4** Auto Park Way/Country Club Drive (LOS D during the AM peak period)

These impacts remain significant as traffic mitigation for these direct and cumulative impacts is vague, uncertain and unenforceable. Proposed mitigation measure, M-TR-2, states, “In order to mitigate the cumulative impact along Country Club Drive between Hill Valley Drive and Kauana Loa Drive, the Applicant shall pay the appropriate TIF amount towards the County TIF Program.” This alone is inadequate. The Project is a non-conforming GPA project; thus, payment into the current TIF program alone would not fully mitigate cumulative impacts. In order to mitigate impacts, the Project must pay to update the TIF as indicated in the traffic impact study (Appendix H).

K-158

Furthermore, updating the TIF alone does not mitigate the impact where “fair share” fees cover only officially scheduled and funded road improvement projects. There is no indication in the DEIR that improvements to Country Club Drive between Hill Valley Drive and Kauana Loa Drive are scheduled and/or funded, and, therefore, are reasonably likely to occur in the foreseeable future. Fair share fees are inadequate where there is no evidence of a program in place for the specific improvements at issue. Thus even if the Project pays a “fair share” to *update* the TIF program (which is not a requirement of the mitigation program) there is still no evidence that the actual improvements necessitated by the Project will be in place at or about the time of need. Also, the DEIR relies on a number of “Project Design Features” to lessen direct and cumulative impacts (including safety/ “Access” impacts). *See*, DEIR p. 2.8-25. These PDFs must be adopted as CEQA mitigation measures. Finally, the DEIR does not appear to incorporate all recommended mitigation from the traffic impact study (DEIR, Appendix H).

K-159

M-TR-3 is also inadequate. First, the DEIR and the traffic study (DEIR, Appendix H) refer the reader to Appendix K to the traffic study, but no such appendix appears with the version of the traffic study available online. Even so, the purported fact that an impact to a particular intersection was previously deemed significant and unavoidable by a separate EIR does not automatically translate to finding of significant and unavoidable for the present project, therefore eliminating the need for mitigation. There is no showing that the Project could not construct necessary improvements at the intersection, or no information is provided whether consultation with Escondido was attempted regarding ways in which to mitigate the impact. At the least, available

K-160a

K-160b

K-160c

K-157

For M-TR-1a and M-TR-1b, the City and Applicant have agreed to mitigation for the eastbound approach at the Auto Park Way/Country Club Drive intersection. Specifically, at the north end of Country Club Drive south of Auto Parkway, the Project would install a 5-foot wide sidewalk installed for approximately 830 feet on the west side of the street. This would connect two currently disconnected sections of sidewalk; one extending approximately 220 feet southerly of Auto Parkway, and one extending approximately 1380 feet north of the intersection of Country Club Drive and Hill Valley Drive. A 6-inch curb and gutter would be located between the sidewalk and street pavement. One above-ground power pole in this area would be relocated west of the sidewalk and the other three would be protected in place. On the east side of Country Club Drive, paralleling the new sidewalk segment on the other side of the road and wherever existing driveways would not interrupt the improvements, a 6-inch (street-side) asphalt berm would be backed by a 5-foot wide decomposed granite pathway. Thus an additional 5,000 ADT of capacity would be added effectively mitigating the direct and cumulative impacts along this segment. Regarding M-TR-2, in addition to paying the County TIF, improvements to provide adequate sight distance at Project access roads and the construction of northbound left-turn pockets onto Project roadways would mitigate impacts to Country Club Drive. Given the Project is requesting a GPA, the Applicant is required to update the TIF Program allowing the Project’s TIF payment to go toward future area improvements.

M-TR-3 is shown to be significant and unmitigated due to the Escondido General Plan EIR overriding consideration given the physical infeasibility of widening the roadways to provide capacity-related improvements. For M-TR-4, the EIR Traffic Study shows the post-mitigation acceptable LOS C operations.

K-158

As the lead agency, the County accepts TIF payments as mitigation for cumulative impacts. The Project would be conditioned to contribute a fair share payment toward the TIF update as part of Project approval by the Board of Supervisors.

The County’s TIF program collects a portion of the funding required to build out the County’s Mobility Element. The TIF program studied build out of the General Plan and calculated new developments fair share. Other funding sources are required to compliment TIF collections, these include gas tax, TransNet, and others. The list of identified TIF improvements are described in the TIF Transportation Needs Assessment Report.

K-159

See Response K-15 regarding Project Design Features. The EIR does incorporate all mitigation measures recommended in the TIA (Appendix H of the Final EIR). The comment does not indicate which mitigation was omitted. No additional response can be made.

COMMENTS

RESPONSES

- K-160a Appendix K is an appendix to the TIA and is provided with the Final EIR. This Appendix to the TIA was available for review at the County and at local Libraries and at the Community Planning and Sponsor Group offices during public review; however, it was omitted in the uploaded traffic appendix on the County's website.
- K-160b The Auto Park Way/Mission Road/Nordahl Road intersection is located within the City of Escondido's jurisdiction and overriding consideration for a significant unmitigated impact has been publicly approved by City Council per the certification of the City's General Plan EIR due to the physical infeasibility of widening the roadways to provide additional lanes. Language regarding the physical infeasibility of these improvements has been added to the TIA. Also, see Response E-13.
- K-160c The comment is concerned that the DEIR does not demonstrate that the Project could not construct the necessary improvements at the intersection Auto Park Way/Mission Road. See Response K-160b regarding the physical infeasibility of constructing improvements necessary to mitigate this impact. Language regarding the physical infeasibility of these improvements has been added to the TIA.

COMMENTS

RESPONSES

K-160c cont mitigation includes working with Escondido on identification of potential mitigation strategies. Furthermore, it is not shown that the Escondido General Plan EIR accounted for the proposed Project with its particular densities; thus, it not shown that the present Project can rely on the analysis and conclusions of the Escondido General Plan EIR.

K-160d The DEIR relies upon several traffic measures (a stop sign at Mt. Whitney Road/Country Club Drive, construction of Future Street 5A, and northbound left-turn pockets and striping at the four access locations along Country Club Drive, p. 2.8-17) but these are not identified in the mitigation program. At best, they are Project Design Features, which are not enforceable under CEQA. Also, the DEIR suggests that Mt. Whitney Road may not meet County sight line standards and that a “design exception” may be allowed to allow less than the required 400 feet both in the north and south directions. This sight line exception has the potential for traffic and safety impacts. Also, where there is no guarantee of a stop sign at the Mt. Whitney/Country Club intersection, there is more probability of a dangerous condition being created due to the Project.

K-161a Other traffic study concerns:

K-161b

- Traffic counts do not take into account the 54 SDUs (Secondary Dwelling Units): should the impacts not measure worst impact, as if they were all built/occupied? Count would be 380 instead of 334 as analyzed.
- There is no analysis whatsoever to traffic impacts on intersections to the west of the Project, utilizing Harmony Grove/Elfin Forest to access beaches and employment centers to the west. Given how congested Interstate 78 is at rush hour, and the observed current traffic from Escondido on Elfin Forest Road, and the associated back-up at intersection of Elfin Forest Road/Twin Oaks/San Elijo Road, this is a serious omission.
- The Project location is incorrect; there is no access from La Moree Road.
- Only 6% of traffic is planned to use the western route, which given observed traffic from Escondido, seems unrealistic.
- Neighborhood 5 is incorrectly identified as having 65 units and 20 SDUs, whereas the site plan (and the rest of EIR) indicates 55 DUs.
- Country Club Drive analysis does not discuss vehicle back-up at Auto Parkway at rush hour.
- The impact of the Citracado extension not being completed as was forecast in the HGV traffic study should be taken into account to re-distribute the Harmony Grove traffic and recalculate cumulative impact. In the 2007 HGV traffic impact assessment, it was assumed that the Citracado extension would be completed but this has not occurred. As a result, the 742 dwelling units in HGV will not use this egress/ingress (anticipated as the major point of access from HGV), with potential impacts for the current Project.
- The traffic study does not mention the San Marcos Fire Department granting a variance to reduce 185’ width of Hill Valley Drive from 24’ down to 16”.
- Of most concern, there no discussion of emergency evacuation given all access is provided on Country Club Drive, a 2 lane road. Over 50% of existing 80 residences along Country Club have horses to evacuate, hence trailers.
- The intersection of Kauna Loa and Harmony Grove road should be studied. This will be a pinch point during an evacuation as these two roads come from either side of Harmony Grove and they meet at that intersection—thus, assuming a fire is present on the west side as has occurred several times, many Harmony Grove residents will be on those roads if they do not take the new road or Country Club. Locals’ observation during the last

K-160d See Response K-160b regarding the infeasibility of improving the intersection at Auto Park Way/Mission Road. In addition, since the Project is a proposed GPA, a Year 2035 analysis is provided in the Project’s EIR to analyze impacts associated with the change in land use.

K-161a See Response K-15 regarding Project Design Features. Project design can incorporate features to lessen or avoid anticipated issues that do not need to be mitigation measures. Also see Response K-159.

K-161b The design exception is not to allow the provision of inadequate sight distance. Rather, it is to allow America Association of State Highway & Transportation Officials (AASHTO) standards as opposed to County corner sight distance standards. These standards are utilized throughout the United States and use of the AASHTO standards is in accordance with County of San Diego practice. Adequate sight distance would be provided.

K-162 The EIR traffic section and TIA analyzed the impacts associated with the construction of 334 main dwelling units (du) plus 54 Accessory Dwelling Units for a total of 388 du. The previous site plan had 334 du with 54 Accessory Dwelling Units which was later reduced to 326 du with 54 Accessory Dwelling Units. Both documents represent a conservative analysis of 388 du since only 380 du are currently proposed.

K-163 The percent of traffic oriented to/from the west was based on a SANDAG Select Zone Assignment Per SANDAG, County of San Diego, San Diego Traffic Engineers Council/Institute of Traffic Engineers (SANTEC/ITE) as well as other jurisdictional (City of San Diego and City of Escondido) traffic impact analysis guidelines, analysis of large projects that generate over 2,400 ADT, a SANDAG Select Zone Assignment (SZA) is the required method for forecasting Project traffic distribution throughout the Project vicinity. Per the SZA prepared for the Project, 2 percent of Project trips were forecasted to use Harmony Grove Road west of Country Club Drive. The traffic analysis increased the percentage to 6 percent to account for additional trips which may be oriented to/from the west.

Per County of San Diego traffic impact analysis guidelines, locations receiving 25 directional peak hour trips are to be included in the traffic analysis. Since the Project adds fewer than 25 trips to this intersection during peak hours, analysis further to the west is not warranted.

K-164 Access is not proposed via La Moree Road and access to this road was not assumed in the traffic analysis.

K-165 See Response K-163. Also, as evidence that the 6 percent is accurate, Table A below shows existing volumes on the major roadways leaving the Project area. As can be seen in the table, the volumes on Harmony Grove Road are much lower than on the other roadways and indicate that the vast majority of area traffic does not use Harmony Grove Road west of Country Club Drive.

Table A EXISTING VOLUMES ON MAJOR ROADWAYS LEAVING THE PROJECT AREA	
Roadway	ADT
Harmony Grove Road west of Country Club Drive	8,370
Auto Park Way north of Country Club Drive	26,110
Valley Parkway (Auto Park Way to I-15)	37,280
Valley Parkway (at Via Rancho Parkway)	25,180

Note: ADT numbers include traffic generated by Harmony Grove Village

K-166 Table 2.8-6 of the EIR and Table 7-1 of the TIA indicate a total of 69 units plus 20 secondary dwelling units for a total of 89 units in Neighborhood 5. As noted in the TIA, the site plan changed from 334 residential units to 326 units plus 54 secondary dwelling units. With the revision to the site plan, the TIA conservatively analyzes 89 units for Neighborhood 5 although the site plan shows 55 units. No changes to the conclusions of significance would result from the reduction in units located in Neighborhood 5. Therefore, no changes to the analysis are warranted and the information is a clarification.

K-167 A full analysis of the Country Club Drive/Auto Park Way intersection is contained in Table 9-1 of the TIA. A significant impact is calculated at this intersection since the intersection level of service drops below City standards in the cumulative condition. A mitigation measure to provide a second left-turn lane on Country Club Drive at Auto Park Way is recommended to alleviate the peak hour “back-up.”

K-168 The Project’s traffic analysis, including traffic from the Harmony Grove Village project, conservatively assumes the Citracado Parkway extension will not be completed in the near-term analysis. Also see Response E-15.

K-169 In accordance with County permit processing, the design exception for Hill Valley Road was completed separately from the TIA. It is included in Chapter 1.0 of the EIR. The road width would be 20 feet wide, not 16, as stated by the commenter. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR. The design exception allow for this.

K-170 The comment is concerned with lack of discussion of emergency evacuation. See Topical Response: Fire/Evacuations.

K-171 The comment is concerned that the intersection of Kauana Loa/Harmony Grove Road should be studied since it would be a pinch point during an evacuation event. As discussed in Topical Response: Fire/Evacuations, the opening of Harmony Grove Village Parkway now provides a connection from Country Club Drive to Citracado Parkway, ultimately connecting drivers to Valley Parkway and I-15. This would provide evacuees an alternative route to leave the area and reach the freeways, thereby reducing the pinch point created at Harmony Grove Road and Kauana Loa Drive. In addition, all routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency. Delays are inherent in the state of emergency and the safety personnel have taken such delays into account when the evacuation notices are delivered to specific areas and residents within each area. Therefore, routes may be modified to alleviate pinch points or delays.

With regard to the concern that the fire would follow the creek, all routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency. The Sheriff's Department is responsible for determining the most safe and expeditious routes to follow as they direct evacuations for specific areas.

COMMENTS

RESPONSES

K-171 cont
 K-172
 K-173

evacuation is that most people were headed to the closest freeway, which in their case was Highway 78 and it was the recommended route that by law enforcement, as there was a fear that the fire would follow the creek.

- Mitigation would include a connection to La Moree Road to relieve traffic on Country Club Drive.
- Additional comments on the traffic analysis by traffic consultant Darnell & Associates (June 12, 2015) are attached hereto as **Exhibit G**. These comments are fully incorporated herein by reference.

Growth-Inducement

An EIR must evaluate any significant environmental effects the project might cause by *bringing development and people into the area affected*. (CEQA Guidelines § 15126.2 (subd. (a).) An EIR must specifically discuss “growth inducing impacts.” (Guidelines § 15126.2 (d).) Growth-inducing impacts may occur, for instance, when a project removes an obstacle for growth. “The major expansion of a waste water treatment plan, might, for example, allow for more construction in service areas.” (Guidelines § 15126.2 (d).) Here, **the conclusion of less-than-significant growth-inducing impacts is not supported by substantial evidence.**

The Project will include the construction of a new wastewater treatment; this brings new services to the area and removes obstacles for future growth. To the extent that Reservoir 7 is constructed as a result of the Project, this reservoir could provide water supply for other planned development as acknowledged by the DEIR, thereby removing another obstacle to growth. The Project also proposes the widening and improvements of existing roadways, some of which are currently dirt roads. The Project’s population and housing numbers have not been accounted for in regional projections, and, therefore, the Project’s population and housing are not consistent with the growth projected for the area. Consequently, the Project is not “growth-accommodating” as claimed. The Project also creates the potential for negative “precedent setting” insofar as it proposes an amendment to the General Plan to accommodate the higher densities; future projects may follow suit in seeking similar amendments. Finally, this Project represents a development pressure on surrounding agricultural uses and large lots to convert to high density residential or commercial.

Alternatives

CEQA requires that an EIR describe and evaluate a reasonable range of alternatives to the proposed project which avoid or minimize the significant impacts associated with the proposed project. State CEQA Guidelines § 15126.6 § (a), (d). Where an alternative is feasible, it must be adopted in lieu of the proposed project. Pub. Res. Code § 21002. Where an alternative is deemed infeasible, the agency must make findings of infeasibility. Pub. Res. Code § 21081 (a)(3). These findings shall be supported by substantial evidence in the record. Pub. Res. Code § 21801.5. A project may not be approved unless said findings are made. Pub. Res. Code § 21081.

The DEIR evaluates six alternatives to the proposed project including a “no-project” alternative. This range of alternatives does not meet CEQA’s mandate where the DEIR omits a reasonable alternative involving 2-acre lots to allow for agricultural mitigation. An alternative should be considered with 2-acre minimum lots on the portions of the site that has prime agricultural soils. In this way, an easement could be dedicated over the portions of the lots suitable for agricultural uses.

K-172 The comment requests that mitigation include a connection to La Moree Road to relieve traffic on County Club Drive. An evaluation of the connection to La Moree Road was conducted early on in the Project’s planning cycle and, as neighborhood feedback for lower density was expressed, the Project dropped the density associated with this parcel and determined the parcels would be Agricultural Open Space. The physical constraints (absent large lot grading operations) of building this road would also be substantial and would include blasting of rock and using large retaining walls. Thus, this a connection to La Moree Road was not evaluated and included as a mitigation.

K-173 Introductory comment noted. See Responses K-214 through K-234.

K-174a The EIR analyzes growth-inducing impacts of the Project in Subchapter 1.8. This discussion concludes that the Project would not be growth-inducing. See Responses K-174b, K-174c, and K-174d for responses for specific growth-inducing concerns.

K-174b Regarding Reservoir R7, see Response C-5. Construction of the R7 Reservoir is contemplated by the Rincon MWD as a capital improvement in its long term planning documents for the purpose of addressing existing and future needs of the service area. Subsection 1.8.4 of the EIR has been updated to address potential growth inducing impacts associated with the R-7 Reservoir.

K-174c As described in Section 1.8.3 of the EIR, the Project would only pave and widen portions of Eden Valley Lane and Mt. Whitney Road to a capacity to accommodate Project-related traffic. These roads would not be expanded beyond the Project site, and adjacent parcels are already served by existing roads. Roads within the Project would be used to access residential neighborhoods and recreational amenities and would not be expected to increase the population of the area beyond the Project. The EIR concludes that growth-inducing effects are not anticipated from roadway improvements.

K-174d These issues are discussed in the EIR in Section 1.8.1. The Project is growth-accommodating as described in Section 1.8.1; the addition of the Project’s housing units would help to accommodate the hundreds of thousands of homes projected to be needed within the region in the near future. The Project would not be expected to create a precedent in the region for denser housing, as the adjacent areas to the Project are either developed or unsuitable for dense development, and as the Project does not provide a major employment center that would spur growth, but instead would complement the existing employment opportunities in the area.

- K-174e The Proposed Project would not result in development pressure on surrounding agriculture and large lots and would potentially result in a lessening of development pressure. The Project's efficient development pattern allows for accommodation of greater residential growth on less land, as opposed to the existing zoning that would use more land to satisfy the County's housing demand. In addition, as described in Subchapter 2.3 of the EIR, the Proposed Project would not result in significant effects related to interface conflicts with existing or potential future off-site agricultural operations. See Response I-69a for additional information on this issue. As noted therein, interface conflicts are not expected because agricultural operations have been conducted within the proposed 35.4-acre easement area (as well as adjacent and nearby on-/off-site locations) over the past several decades, with no known substantive issues related to interface conflicts for the off-site residential properties to the north and east in closer proximity to agriculture uses than the proposed residential sites in Neighborhood 4. In addition, as discussed in Subsection 2.3.2.3 of the EIR, nearby agricultural uses consist predominantly of orchards, which are considered generally compatible with residential uses.
- K-175 The EIR evaluates a reasonable range of alternatives including alternatives that have larger lots, such as the General Plan Density Alternative and the Septic Option Alternative. See Responses I 32, I-42, I-43, I-69d, and K-24 regarding this issue and the agricultural impacts from these alternatives (also discussed in Subchapter 4.0).

K-176 The DEIR concludes that among the alternatives the Reduced Grading Alternative is the “environmentally superior alternative.” This conclusion is not supported where the Reduced Grading Alternative would eliminate only a marginal number of lots and some of the internal cul-de-sacs. It is not clear how the elimination of only 6 lots and 7 cul-de-sacs is a superior option to markedly fewer units as under either the General Plan Density Alternative or the Biologically Enhanced Alternative. In fact, it appears that the Reduced Density Alternative was selected as the Environmentally Superior Alternative in order to make the Project appear *as favorable as any alternative*.

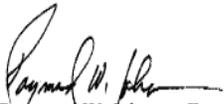
K-177a The General Plan Density Alternative is more appropriately considered “the environmentally superior alternative” among the alternatives evaluated. This alternative would develop only 118 homes according to existing land use designations. As a result, **the GP Density alternative would result in lesser significant aesthetic impacts including in the short-term, and lesser significant air quality impacts in the long-term.** In particular, and not discussed in the analysis (p. 4-9), is the fact that the General Plan Alternative would result in development of the number of housing units included in the most recent (2009) version of the RAQS. The General Plan Alternative not only reduces significant project impacts but also meets most of the basic project objectives. Finally, contrary to the statements in the DEIR, the General Plan Alternative would not involve the “same” water, wastewater and other services as the proposed project. This oversimplification of the General Plan Density Alternative is not realistic.

K-177b

K-177c

K-178 **CONCLUSION**
 For these reasons, the DEIR must be revised and recirculated. The Project must be redesigned in a manner that respects existing land use designations and the important natural and biological resources of the property.
 Thank you for your consideration of the above comments as you prepare the Final EIR and review the scope and direction of the proposed Project.

Sincerely,


 Raymond W. Johnson, Esq., AICP, LEED GA
 JOHNSON & SEDLACK

Enclosures

K-176 The Reduced Grading Alternative was identified as the environmentally superior alternative due to the reduction in grading and an increase in biological open space and agricultural easements as compared to the Proposed Project. This would lead to less impacts to agricultural resources, biological resources, cultural resources, noise, paleontological resources, transportation/traffic, hazards and hazardous materials, public services and geology and soils.

As further shown in Table S-2, while the General Plan Density Alternative and the Biologically Enhanced Alternative would reduce impacts in most categories, both alternatives would increase impacts in certain categories. For example, the Biologically Enhanced Alternative would cause slightly greater impacts to agricultural resources and the General Plan Density Alternative would cause greater impacts to agricultural resources, biological resources, and hazards and hazardous materials. The Reduced Grading Alternative would not increase impacts within any category, and would lessen them in most categories.

K-177a The commenter is equating fewer units with fewer environmental impacts. However, due to the larger lot sizes of the General Plan Density Alternative and more spread out housing, certain environmental impacts would be greater. Biological open space would be reduced by over 50 percent compared to the Proposed Project and there would be a lack of agricultural easements on site, whereas the increased density and coordination of the Proposed Project would allow for environmental impacts to these areas to be lessened.

K-177b Relative to the visual comments, these statements are wholly consistent with the EIR. As excerpted from the more detailed discussion in the EIR, on page 4-9 (emphasis added):

*Implementation of this alternative would be anticipated to result in significant short-term visual effects related to the construction period and first few years of Project use. **The intensity of those adverse effects would be expected to be less than the Proposed Project given the lack of encroachment into steep slopes, and the resulting lack of raw soil or broken rock in these more elevated (and therefore more visible) portions of the Project.***

*The reduction in grading under this alternative would be somewhat compromised by the loss of additional open space set aside by the Proposed Project and loss of the open space in the northern parcel that would be subject to development under this alternative. Although not expected to be highly visible (as explained for the Proposed Project in Subchapter 2.1, Aesthetics), the retaining and noise walls would be as just as visible under this alternative as under the Proposed Project. **Overall, this alternative would have potentially fewer visual impacts than the Proposed Project.***

COMMENTS

RESPONSES

- K-177b cont. Relative to the air quality comments, it is correct to state that the General Plan Density Alternative, which includes 118 dwelling units as opposed to the 326 dwelling units for the Proposed Project, would result in a lesser impact associated with conformance to regional air quality plans. However, it should be noted that the 2011 General Plan Update was adopted in 2011, and therefore was not included in the current Regional Air Quality Strategy (RAQS), which was last updated in 2009. The 2011 General Plan Update proposed fewer County-wide dwelling units than the version of the General Plan that was included in the RAQS.
- In response to this comment, the following text has been added on page 4-9 of the Final EIR:
- Impacts associated with conformance to the Regional Air Quality Strategy (RAQS) would be reduced for the General Plan Density Alternative compared to the Proposed Project because fewer dwelling units would be developed. The General Plan Density Alternative is based on the 2011 General Plan Update, which included a lower number of dwelling units than the prior General Plan that was accounted for in the RAQS. The General Plan Density Alternative would result in less than significant impacts associated with conformity to the regional air quality strategy.*
- K-177c The comment states that the General Plan Density Alternative would not use the same services (water, wastewater, etc.) and the over-simplification of the discussion is not realistic. See Response I-28.
- K-178 Comment noted. The County respectfully disagrees that the EIR needs to be re-circulated based on the responses provided to the comments in this letter.

COMMENTS

RESPONSES

EXHIBIT A

COMMENTS

RESPONSES



EXHIBIT B

COMMENTS

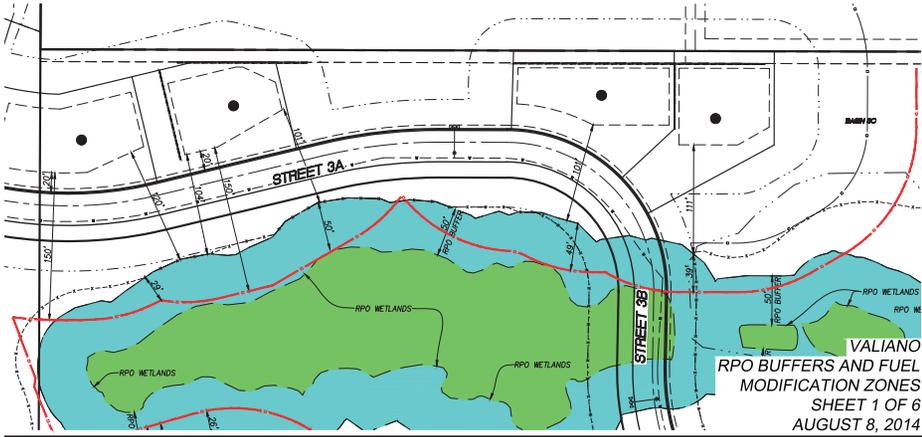
RESPONSES

LEGEND

-  RPO WETLANDS- MUST BE DEDICATED BIOLOGICAL OPEN SPACE
-  RPO WETLANDS BUFFER- 30' AROUND RPO WETLANDS, PLUS UP TO 200' OF COAST LINE OAK WOODLAND WHERE ADJACENT TO RPO WETLANDS- MUST BE DEDICATED BIOLOGICAL OPEN SPACE
-  BUILDING ENVELOPE
-  FUEL MODIFICATION ZONE- 150' FROM BUILDING ENVELOPE

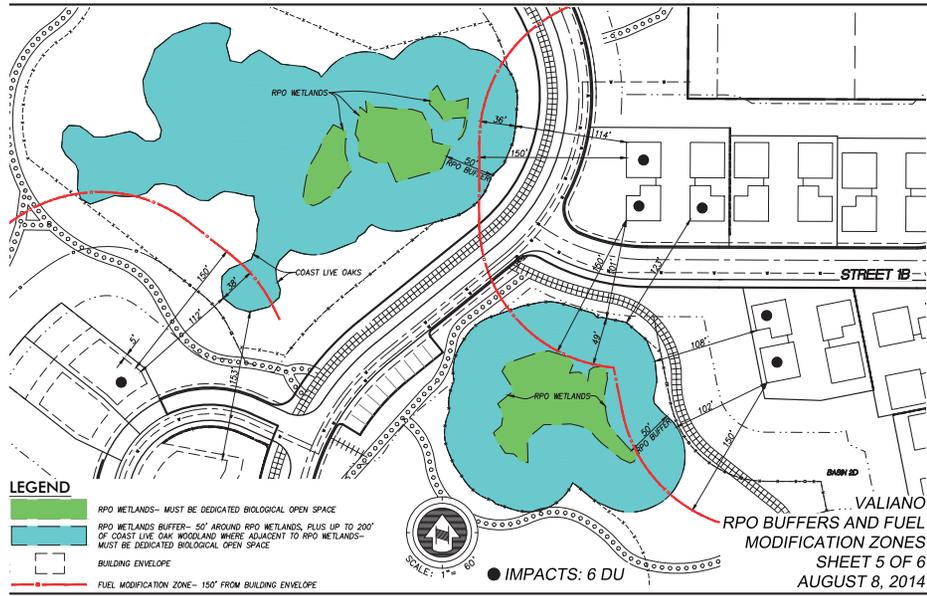


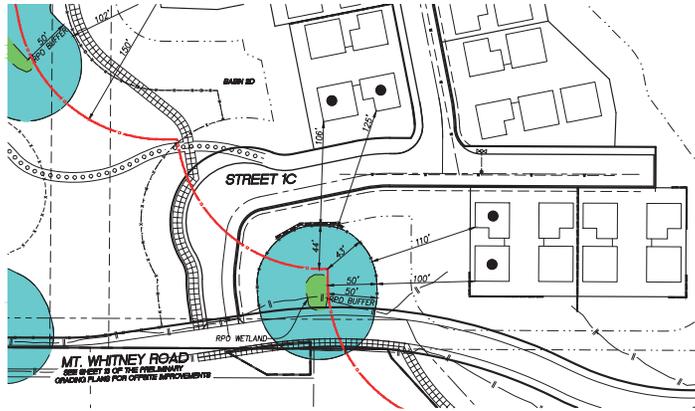
● IMPACTS: 4 DU



COMMENTS

RESPONSES





● IMPACTS: 4 DU

LEGEND

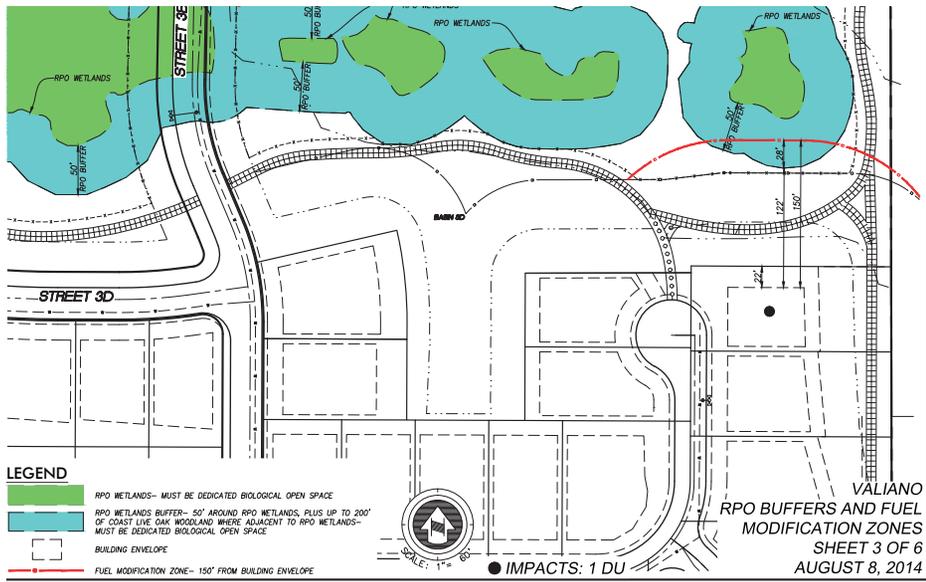
- RPO WETLANDS— MUST BE DEDICATED BIOLOGICAL OPEN SPACE
- RPO WETLANDS BUFFER— 50' AROUND RPO WETLANDS, PLUS UP TO 200' OF COAST LIVE OAK WOODLAND WHERE ADJACENT TO RPO WETLANDS— MUST BE DEDICATED BIOLOGICAL OPEN SPACE
- BUILDING ENVELOPE
- FUEL MODIFICATION ZONE— 150' FROM BUILDING ENVELOPE



VALIANO
 RPO BUFFERS AND FUEL
 MODIFICATION ZONES
 SHEET 6 OF 6
 AUGUST 8, 2014

COMMENTS

RESPONSES



COMMENTS

RESPONSES

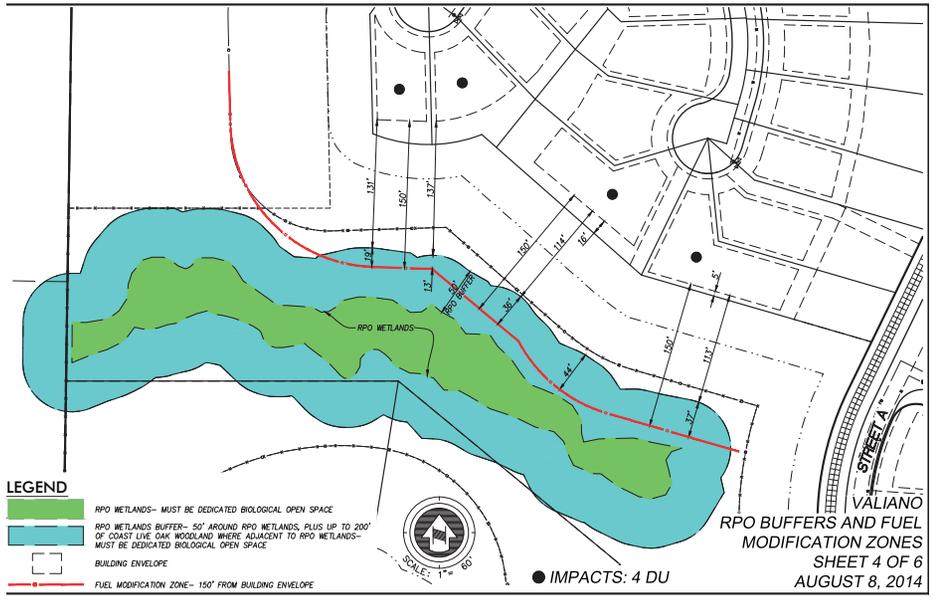


EXHIBIT C

COMMENTS

RESPONSES

Exhibit C to Elfin Forest Harmony Grove Town Council Comment Letter regarding Draft EIR/Fire Protection Plan (March 12, 2015) for Valiano Specific Plan Project

K-179

The Fire Protection Plan (12 March 2015) (FPP) applied models of fire behavior (BehavePlus 5.0.5) to develop standards for the construction, setbacks, and treatment of fuels for the proposed Valiano development. It developed a “potential menu of requirements” and some recommended standards based on local fire codes and worst-case regional weather conditions, consistent with FPP content requirements and County guidelines. It complies with the requirement of local and state government with regard to a permit application for development to minimize structural ignitions within the new development, and for providing access by emergency responders to suppress a structural or vegetation fire within the development itself. It provides for 150-foot fuel treatment zones, based on estimated flame lengths from expected tall shrub fires.

K-180

However, it does not address the increased fire danger posed for the entire community outside the development. The FPP recognizes that the Valiano project will result in increased risk of fire (FPP p. 13), but only the protection of new Valiano homes is addressed. “As the density of structures and the number of residents in the [wildland-urban] interface increases, potential ignition sources will multiply and [potential for] a large wildfire occurrences increases.” The Elfin Forest/Harmony Grove area is hazardous as a trap for fire, for smoke, and for impeded evacuation.

K-181

The Valiano proposed development is located in a Very High Fire Hazard Severity zone (see map; areas mapped as moderate hazard were probably assumed to be irrigated). The area has significant fire history. See the attached map of fires of at least 5 acres in size; this map does not include the approximately 24 vegetation fires per year extinguished by the San Marcos Fire Department (FPP page 13) and which were not large enough to become part of the CalFire database (see map). The fact that, before the Cocos fire, no “large fire” (FPP page 13) had been recorded in the vicinity in the past 50 years, is only evidence that the local vicinity is next in line to burn (see work of R. Minnich correlating fire hazard with vegetation stand age). Furthermore, the FPP mentions existing and past agricultural activity (irrigated groves) as the reason for the lack of recent fire history, but these groves are now dead and a fire hazard. This statement about lack of fire history does not acknowledge adjacent native vegetation in a mature condition, which indeed was set aflame in the Cocos fire. Please refer to the attached maps of the Cocos fire and fire history. All areas with native or unirrigated vegetation are expected to burn in the coming decades (See FPP map page 14).

K-182

The models applied in the FPP are for a uniform fire approaching a structure, and what can be done to mitigate possible fire damage by applying fire safe construction, buffered fuels, and firefighter access by optimizing response times and access for fire apparatus. The FPP applied regional worst-case fire scenarios in compliance with County guidelines in order to estimate the benefit of buffer distances, fuel treatment, and firesafe construction in the development. The scenarios included a typical summer day, a Santa Ana condition, and a peak-gust Santa Ana condition. All assumed fuels composed of tall shrubs (the sh7 fuel model cited). The fire behavior calculations in the FPP added assumptions for more extreme fire conditions

K-179 Comment noted.

K-180 The comment is concerned that the FPP does not address the entire community outside of the development with regard to fire danger. See Response I-59.

K-181 Section 3.1 has been revised to address this comment and provide clarification. The San Marcos Fire Department Community Wildfire Protection Plan (CWPP) was compiled in 2006 and 2007 and illustrates that the Proposed Project is within an area of very high to moderate fire severity with the existing fuels before development.

K-182 The comment is concerned that the approach in the FPP does not evaluate the fire safety of the community at large. See Response K-65. Regarding the loss of firefighter capability, there is never absolute assurance that all fire apparatus will be in its station the day a wildfire threatens the Valiano Development and the surrounding communities, from an ignition inside or outside the development. Auto and mutual aid agreements with surrounding fire agencies/departments would respond to emergency

COMMENTS

RESPONSES

K-182
cont.

than those required by county FPP report content, and more extreme than those used by the San Marcos Fire Department in their Community Wildfire Protection Plan. While these are regionally important and facilitate a demonstration of the benefit of fuel treatment in protection of the new homes, the approach is not designed to evaluate the fire safety of the community at large. Moreover, the road width considerations are designed to provide access to firefighting equipment to fires within the development, but not to address the loss of firefighting capability during a regional fire siege as has occurred three times since 2003, nor address people needing shelter or to leave the area during dangerous fire conditions when suppression resources are unable to keep pace with eminent danger.

K-183

Problem fire scenarios described in the FPP were regional in nature and not local to the Valiano development. For example, two of the scenarios considered, Santa Ana and Santa Anas with extreme gusts, are with winds coming from the north and northeast. Santa Ana winds generally overtop the valley, and fire danger occurs with the collapse of the Santa Anas and upcanyon or southwest winds replace the northeast winds, such as when winds lay down and shift direction overnight. Since there is little fuel connectivity to the north and east of the valley, the FPP properly recognized that the primary problem posed by the Santa Anas would be embers flying into the valley from distant fires (up to two miles or more away). However, the fire planners did not consider the reality of the Santa Ana condition in the evening when winds shift to come from the south and west up canyon. This scenario can use the canyon systems and slopes as fuses to carry the fire back to towards the Elfin Forest/Harmony Grove area; moreover, this is where the most hazardous fuel condition exists. The models should represent where the fuels are located adjacent to the development, even under moderate conditions.

K-184

Here are some of the real problem scenarios for Elfin Forest/Harmony Grove: Another fire storm like in 2003, 2007, 2014, with suppression units deployed all over the county. People must evacuate or take shelter by themselves with suppression resources challenged and triaged across the region. Suppression resources are coming from national sources. Embers are entering the community from fires elsewhere burning to the north and northeast. Embers are landing on the planned open space and corridors of the development, or any burnable structure or dry landscape. In the evening when Santa Ana winds die down and become up-canyon winds, the community is threatened by fire from the south and southwest due to extremely dry vegetation and stretched suppression resources, with blocked exits.

K-185

The FPP recognized that the most hazardous vegetation loading on the west and southwest exposure of the development. The Cocos fire was fueled by this vegetation. While the Cocos fire is mentioned (it occurred about two years after the initial site visit by fire planners), it is not considered or modeled except for fuel treatment for new homes where the heavy fuels occurred. It was not an extreme Santa Ana fire. Cocos traveled from West to East. Winds were not extreme based on the closest RAWS (fire weather station) for which we could find a record (Valley Center RAWS 15 mph – this should be compared to records of the local fire department) (please refer to map). Relative humidity was extremely dry (4%). The Burn Index was high (131). The Energy Release Component (ERC) was a moderately high 75 (proportion live/dead fuel moisture by size class of fuel and a measure of the expected heat of flaming fire front). This

K-182
cont.

incidents and reinforce emergency apparatus and personnel requirements, including state-wide support, as needed.

On high/extreme fire danger days, fire suppression apparatus may be deployed on other incidents. The FPP concludes that with application of all prescribed fire codes and enhanced fire protection mitigations, the Project area can survive on its own and without loss of structures or lives for an extended period of time. This is the same framework found in FIREWISE COMMUNITIES© strategies. These strategies include “Survivable Space,” the area that lies between the residence and an oncoming wildfire. This strategy, which the FPP includes, is the removal and modification of the native vegetation, along with other enhanced mitigation features.

K-183

A Wildland Fire Behavior Assessment or fire model was included in the FPP to provide worst-case scenarios for potential fires during different conditions. As a result of the findings of the fire modeling, design features were incorporated into the Project, including fuel modification zones, use of ignition resistant building materials, fire and building code requirements, provision of secondary emergency access roads and adequate water supply for fire hydrants. Also see Response – I-53.

K-184

On high/extreme fire danger days there are often multiple fire starts and engine companies are often already deployed on other incidents. The goal is to increase the likelihood for all structures to survive a wildland fire on their own, with no structures or lives lost and without any intervention from firefighting personnel when they may be stretched to the maximum. Please also see Response I-59.

K-185

The FPP assessment and proposed mitigations are based on the worst-case scenario for a potential wildfire. The assessment by the commenter is accurate and reflects the FPP’s purpose is to significantly improve the safety of the Valiano residents as well as substantially improve the protection of the surrounding neighborhoods in all directions from the Project boundaries.

COMMENTS

RESPONSES

K-185
cont

ERC probably reflected the late spring time of year. Unseasonal dryness and drought condition of vegetation plus low humidities resulted in hazardous fire conditions more than winds. The first evacuations were ordered a little over an hour into the fire, with continued expansion of evacuation orders for the next 24 hours or so. A little over 4 hours into the fire it was demonstrating, according to the After Action Report, “extreme fire behavior, spotting, and critical rate of spread.” It was 500 acres at that time, and spreading by spotting and its own fire-generated weather system. Consequences: Burned 1,995 acres; 36 homes lost; \$10MM in damages; **51,000 were called to evacuate**; 164 fire engines; 27 hand crews; 11 dozers; 15 aircraft; 1,300 personnel.

While the FPP mentions the critical fire scenario of embers spotting from fires distant from the proposed development; it does not carry this forward except to require ember-resistant construction features in the new homes, sprinklers on homes, and the removal of unirrigated vegetation. Embers are likely from chaparral, coastal sage, eucalyptus, and riparian vegetation two miles or more from development, or within the development and a fire start from an ember can be from anywhere in the valley.

Fire planners should:

K-186

- Consider whole valley community fire scenarios.

K-187

- An area/community fire plan should be completed with boundaries defined that are more logical for fire management than an individual cluster of homes.

K-188

- A community safety zone should be planned to take people and horses to as evacuation routes may be clogged.

K-189

- Model other problem fire scenarios including fine fuels (the areas mapped as non-native grass) for rate of spread in relation to people and evacuation. These were left out of the modeling because they do not relate to structural fire protection, for which the extreme heat and flame lengths of a shrub fire were used. Fine fuels (less than ¼ inch as in grassy vegetation) directly relate to the speed of a wildfire. Such fires spread faster than shrub fires, and are more likely to result in entrapment of firefighters or residents. Such fire scenarios should be used for evacuation and suppression planning.

K-190

- Represent the likelihood of embers from distant fires landing on dry vegetation and igniting fire from anywhere within the community.

K-191

- Analyze moderate to high hazard fires from the southwest (Escondido Creek) and west (dead avocado grove and adjacent chaparral – Cocos fire). The moderate condition fires are instructive due to connectivity of fuels in that direction, and there is a higher chance that preemptive fuel treatment and suppression planning could prevent a moderate fire from becoming catastrophic, and perhaps minimize the need to evacuate.

K-192

- Remove the consideration of irrigated agricultural groves from fuel model assumptions.

K-193

- Consider recommending community restriction on days when Burn Indices or ERC’s in a condition where almost anything will start a fire due to extreme dryness of fuels and low relative humidities, gusts (e.g. red flag days). No construction activity, no generator use in vegetation, no spark-producing equipment use in vegetation, no smoking, etc.

K-186

The commenter requests that the whole valley community fire scenarios should be considered. See Responses I-59 and K-185.

K-187

The purpose of a FPP is to evaluate on-site and off-site fuels to determine the level of fire hazard for the proposed Project.

K-188

The commenter requests that a community safety zone be planned in the event that evacuation routes are clogged. See Response K-72. The FPP has been revised to clarify this comment.

K-189

The fire behavior modeling with BehavePlus 5.0.5 Fire Behavior Modeling System provided computer based fire behavior parameter calculations. These calculated fire behavior parameters are key to recommended fuel modification for the development, but they are also based on Project site observations, experience, and fuel levels and typical fire behavior observed during local fire seasons. Modeling with the BehavePlus 5.0.5 fire model describes a wildfire spreading through surface fuels, which are the burnable materials within 6 feet of the ground and contiguous to the ground. The primary driving force in the fire behavior calculations is the dead fuel, less than 1/4 inch in diameter. The surface fire model uses a weighting process to combine 1-hour, 10-hour, and 100-hour moistures into a characteristic (weighted average) dead fuel moisture. Because the weighting is based on surface area-to volume ratio, the 1-hour fuel moisture (0 to 1/4 inch diameter) is the predominant driving variable for surface fire spread calculations. Modification and/or elimination of hazardous fuels and the reduction of fuel loading are key to “firewise” planning. See further discussion of this subject in Section 3.4 of the FPP.

K-190

The FPP states that one of the greatest risks with worst-case fire scenarios is the flying ember that can originate as far as 2 miles. As a result, design features were incorporated into the Project, including fuel modification

COMMENTS

RESPONSES

- | | |
|----------------|--|
| K-190
cont. | zones, use of enhanced ignition resistant building materials, and other enhanced fire and building code requirements. See discussion of this subject in Sections 4.5 and 4.5.3.2 of the FPP. |
| K-191 | The FPP evaluated the fire hazard of the area and the potential effects of the Project of moderate to high hazard fires from the south and southwest. As a result of the findings of the fire modeling, design features were incorporated into the Project in order to reduce the risk of fire hazard, including fuel modification zones, use of ignition resistant construction, primary and secondary emergency access roads, and an adequate supply of water for fire hydrants. |
| K-192 | The commenter requests that the consideration of irrigated agricultural groves be removed from the fuel model assumptions. Section 4.5 of the FPP was revised to address this comment. |
| K-193 | The burn indices or ERCs is an excellent factor for determining the probability of ignition and fire behavior in hazardous fuels. However, this is a factor used to limit daily or season activities by the SMFD. |

COMMENTS

RESPONSES

- K-193 cont There is a lost opportunity to predict problem fire scenarios based on RAWs indices, and reduce risk of ignitions by restricting use of outdoor ignitions.
- K-194 • Provide for small/large animal evacuation.
- K-195 • Analyze evacuation choke points mentioned by other reviewers.
- K-196 • Consider the cumulative effects of increased fire ignition risk and on evacuation of this development, plus the 742 units at HG Village, plus other future development.

Other comments:

- K-197 • Sprinklered homes only address spots that can be wetted. They do not address key fire issues for the community, only the house with the sprinklers. They do not address evacuation and burning vegetation, or smoke concentration in the valley.
- K-198 • The 150 ft of fuel modification should not be waived. An assumption of irrigated crops or landscapes should not be accepted when on adjacent and contiguous lands not controlled by the development. The Valiano project proposes encroachment into neighboring lands for fuel modification.
- K-199 • The staffing of fire department, such as teaming with Rancho Santa Fe and mutual aid from Escondido fire departments, is again designed for structural fire protection such as for individual homes, and is not a community- or whole valley-level fire strategy for fires at the scale of the Cocos fire.
- K-200 • The need for fire-barrier walls, impacts to vegetation and wildlife, wide roads are all out of character for current local residents of a rural community.
- K-201 • No assumption of irrigation should play into the fire behavior models or in any of the fire planning.
- K-202 • No California sagebrush, buckwheat, or black sage is permitted in fuel treatment zones. These are species the federally threatened California gnatcatcher depends on, so may need to consultation may be needed with USFWS on habitat loss. Fuel treatment should be limited to fall/winter due to breeding season restriction under the Migratory Bird Treaty Act.
- K-203 • Distances to fire station not realistic as to drive time.
- K-204 • Steep slopes will carry a fire rapidly uphill if started in EF/HG. This is liability to neighboring communities of a fire start within this development.

Summary:

- K-205 • The fire mitigation proposed is completely about protection of structures of the new development, and of improving structural response time to five minutes by using a fire station in the HG Village for the new development. The FPP is a very site-specific plan. It does not address the increased danger to the surrounding community of fire ignitions due to the new numbers and density of people, only to the development itself. An area fire plan and community safety zone should be planned.
- K-206 • Since the project would increase the risk of fire for the whole Elfin Forest/Harmony Grove community, as well set up a fire and smoke trap for residents due to impossible evacuation conditions, the project proponent should be required to employ more useful

- K-194 The commenter requests that the FPP provide for small/large animal evacuation. See Response I-62.
- K-195 The commenter requests that the FPP analyze evacuation choke points identified by other reviewers; however, they do not specifically identify the roads in question. See Topical Response: Fire/Evacuations.
- K-196 The commenter requests that the FPP consider the cumulative effects of increased fire ignition risk, and evacuation of the development, Harmony Grove Village and other future development. Fire hazards and risks to all types of development will continue to be encountered as they have over the last century. In the case of the proposed Project, the site is located in a very high to moderate Fuel Hazard Severity Zone and adjacent to other wildland areas that have the potential to support wildland fires. However, the density of this development in this portion of San Diego County is relatively low and the local fire protection district along with auto and mutual aid by adjacent and nearby fire departments has the capacity to provide adequate fire protection. In fact, if the recommendations in this plan are implemented, the development would improve the existing wildlands fire conditions and provide additional buffers, fire access, water availability, and evacuation time for all residents to retreat to safe locations; therefore, this development would not expose people or habitable structures to a significant risk of loss, injury or death. Following the recommendations would also decrease the risk of loss for surrounding existing uses. As proposed, the FPP concludes that the Project is not anticipated to contribute to a significant cumulative impact relative to wildland fire risk.
- K-197 The FPP sets forth the requirements for the maintenance of specific areas to modify or remove flammable vegetation within the development, primarily adjacent to planned structures, but also including adjacent to the Project's roadways. In addition, the FPP includes restrictions on specific building materials and methods suitable for building in high fire hazard severity zones as identified by CAL FIRE (even though the Project is located in a Moderate fire hazard zone within the San Marcos Fire Protection Zone Map) and identifies a series of other items such as minimum water supplies, automatic fire extinguishing systems (interior sprinklers for all homes and enhances extinguishing systems/sprinklers for identified structures along the Project perimeter) and roadway widths. Overall, the development includes a layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes and result in communities that are less vulnerable to wildfire.
- K-198 The commenter is concerned with the reduction of the 150-foot fuel modification, assumptions of irrigated crops or landscapes not under the control of the development, and encroachment onto neighboring properties for fuel modification. Section 4.7 of the FPP requires enhanced mitigation for dwellings with fewer than 150 feet of an FMZ. After

COMMENTS

RESPONSES

K-198 cont.	evaluation, these mitigations were defined for each residential structure and for lot development standards. The FPP concludes that there would not be any concern or issue with irrigated crops or landscapes not under the control of the development. In addition, see Response I-49 regarding encroachment.
K-199	The SMFD has established several mutual and automatic aid agreements with surrounding fire departments. The new fire station at the Harmony Grove Village will be able to respond to the furthest structure in the Valiano Project within five minutes. Support that can be provided from Escondido Fire Station (EFD) Station #1 includes one paramedic Engine, one truck company, one brush engine, one ambulance, and 12 personnel per each shift. The EFD personnel (including a Battalion Chief) and apparatus would have the capability to respond with four different emergency apparatus, including a truck company. Resources for fighting fires can be extended throughout the area, including the resources of the State through existing agreements. EFD would provide secondary service to be an additional available resource for emergency incidents which may occur on the Valiano development site. The EFD has seven fire stations with the ability to respond to the proposed development.
K-200	There would be limited use of fire deflector walls; see Response I-59 regarding fire safety.
K-201	<p>Of the vegetation replanted in Zone 1, the first 50 feet from the edge of structures is irrigated. Other non-combustible features may substitute for irrigated vegetation. The following statement was added to the revised FPP in Section 4.5.1 for clarification:</p> <p><i>Due to the water shortage caused by the current (sic) drought and water shortage in southern California, the "Survivable Space" landscaping may not include irrigated green lawn, but may be modified with water-less trees, shrubs, groundcovers, and other vegetation capable of sustained growth and reproduction with only natural moisture landscaping design. This would include strict adherence to removal of highly flammable and undesirable plant material (See FPP Appendix B). It would also include strict adherence and use of the San Diego County Acceptable Plants list (See FPP Appendix A). Other types of landscaping can also be utilized; e.g., decorative rock or other material that can be used in lieu of irrigation. The obligation to address drought and water shortage alternatives for all zones within the FMZ will be required by the HOA and specified in the development's CC&R's.</i></p>
K-202	One of the variables that the FPP evaluates for fire hazard is the fire fuels, both native and non-native. The FPP follows the County Consolidated Fire Code and SMFD requirements for fuel modification. Sagebrush, buckwheat and black sage are highly flammable vegetation species not allowed within the FMZ around structures. The FPP does respect and meet the requirements to protect buffer zones or sensitive, threatened or endangered species documented in the Biological Technical Report for the Project.

COMMENTS

RESPONSES

- K-203 The commenter is concerned with the drive times based on distances to fire stations. See Response I-55.
- K-204 The commenter is concerned that steep slopes carry a fire rapidly uphill and would be a liability to neighboring communities should a fire start within the development. The FPP establishes and ensures compliance with local and County fire codes and enhanced mitigation to be implemented to ensure that wildfires do not create fire safety and welfare concerns for the residents. See Response I-59.
- K-205 The commenter is concerned that the FPP is focused on the protection of structures, response time, and does not address the community at large. See Responses I-59 and K-185.
- K-206 See Topical Response: Fire/Evacuations regarding fire evacuations. The lessons learned and evaluation of the Cocos Fire and other fires were important for establishing the FPP requirements for the Valiano Project.
- The FPP documents that devastating wildfires have occurred in this area and throughout southern California. The purpose of the FPP is to document how the proposed development and other proposed developments in the surrounding area can mitigate the risk and the impact of wildfires. This analysis ensures that established fire codes of local fire agencies are followed and mitigation measures are proposed to ensure that wildfires do not create fire safety and welfare concerns for the residents and visitors of the Project and the surrounding areas.

COMMENTS

RESPONSES

- K-206 cont. models for planning the fire protection of the whole valley rather than the new development alone. Such community protection is more strategic, and more likely to protect lives, animals, and property. It might use moderate -- high scenarios based on the where unirrigated vegetation currently exists (including the now-dry groves).
- K-207 • The very real repeat of a fire like the 2014 Cocos fire should be analyzed for evacuation of people and animals.
- K-208 • Part of the value to the rural community is the adjacency of native vegetation and wildlife; the need for fuel treatment and evacuation/shelter planning should be at a more consequential scale: that of the entire valley, rather than individual homes of the new development.
- K-209 • Should add community-level fire predictive service for hazardous fire conditions such as Red Flag days when almost any ignition will start a spreading fire, and restrict certain activities during this time.
- K-210 • Fire planners should be required to address problem fire scenarios for Elfin Forest/Harmony Grove as a whole, because the Valiano project in and of itself increases the risk of harm from fire for the entire valley.
- K-211 • There is inadequate traffic planning, especially considering the scale of evacuation and sheltering required, as demonstrated by recent experience in the Cocos fire, during which **51,000 were called to evacuate** within about 24 hours of the fire start. The first evacuations were called for in about an hour from fire start. The cumulative impacts on fire safety and evacuation should be analyzed of the HGV development, the possible Citracado extension, with the most likely fire scenario coming from the south and west (if from the north/northeast, would most likely be embers with random start points). Consideration should be given that evacuation would be forced to Highway 78 via Country Club Road.
- K-212 • There is inadequate consideration of the need to get large animals evacuated. Over 50% of existing 80 residences have horses and large animals which require tow vehicle/trailer combinations that can quickly clog escape routes and create dangerous congestion and route blockage.

- K-207 The commenter requests that the possibility of a repeat of the Cocos fire should be analyzed for evacuation. See Topical Response: Fire/Evacuations.
- K-208 The commenter requests that a community wide fire plan should be provided. See Responses I-59 and K-185.
- K-209 The first and most logical choice for all of the residents and guests within the boundaries of the community is to adhere to the principles and practices of the READY! SET! GO! Program. The focus of the program is on awareness and preparedness. As part of this program, it is imperative that each resident develop a plan that is clearly understood by all family members and attends the educational and training programs sponsored by the Valiano HOA. The resident is responsible for keeping informed when hazardous fire danger exists and when red-flag days are predicted. There are also improvements in notifications and other evacuation procedures in the event that a wildfire occurs in the area; e.g., reverse 911. Also see Response I-59.
- K-210 The commenter requests that the issue of fire be addressed for the community at large. See Response I-59.
- K-211 See Responses I-59 and K-185 regarding fire safety benefits to the community and Topical Response: Fire/Evacuations regarding evacuation.
- K-212 The commenter is concerned that there is an inadequate consideration for large animal evacuation. See Response I-62.

EXHIBIT D

COMMENTS

RESPONSES

From: [Schreiner, Greg](#)
To: [Chris Fisher](#)
Cc: [Pine, James](#); [James Edison](#); [Mike Medve](#); [Quasarano, Susan](#); [Reddick, Herman P.](#); [Ehsan, Beth](#)
Subject: RE: Fair Share Calculation
Date: Tuesday, October 28, 2014 7:59:57 AM
Attachments: [image001.jpg](#)

Chris,

What can I do to assist you so that I can get a Task Order for this work? The applicant is inquiring with PDS staff as to when there will be a response to their proposal. I would be happy to meet with you to provide any information that may be helpful in determining the scope of the work etc...so that we can develop a response for them.

Let me know what I can do to assist you...

Gregory Schreiner
Fire Marshal, Fire Services Coordinator
San Diego County Fire Authority
5510 Overland Ave, Suite 250
San Diego, CA 92123
(858) 495-5425 Office
(619) 717-1562 Cell

From: Chris Fisher [<mailto:cfisher@willdan.com>]
Sent: Friday, October 10, 2014 4:51 PM
To: Schreiner, Greg
Cc: Pine, James; James Edison; Mike Medve
Subject: RE: Fair Share Calculation

Thanks for the background Greg. Let me circulate this to two of my colleagues for their consideration, then we'll discuss here internally. Following that I agree a meeting or conference call with you would probably make a lot of sense. I have some recollection of the complication of the CSA/CFD/property tax funding combination from my prior discussions with the County, but it would be good to have a more complete understanding.

Chris

From: Schreiner, Greg [<mailto:Greg.Schreiner@sdcounty.ca.gov>]
Sent: Friday, October 10, 2014 10:22 AM
To: Chris Fisher
Cc: Pine, James
Subject: RE: Fair Share Calculation

COMMENTS

RESPONSES

Chris,

The Valiano project (330 units) is located in the unincorporated area of San Marcos. As such, San Marcos Fire Protection District would be the fire service provider for the project. The existing San Marcos Fire facilities cannot meet the General Plan travel time requirement of 5 minutes to the Valiano project. We have determined that the proposed HGV FS that is scheduled to be built as a result of the Harmony Grove Village project (700 + units) will be able meet the General Plan travel time requirement for the Valiano subdivision. The proposed HGV FS is located in County Service Area 107 (CSA 107), not within the San Marcos fire district. Additionally, this proposed facility is not fully funded with regard to capital costs to build the station and particularly the ongoing costs for operation of the facility. We are planning on an adjustment to the AV tax in CSA 107 coupled with funding generated by the HGV CFD but we still have funding gaps during the build out of the HGV project. We are projecting that the capital costs for the station construction will be about \$2.7 million plus approximately \$500K for the apparatus and the operational costs are estimated to be \$1.6 million per year.

Our (very) preliminary discussion with the Valiano folks was that their project represents approximately one third of the rooftops that will be served by the new station and that they should expect to pay that proportional amount to for both the capital and ongoing costs for the facility. They have proposed a methodology that factors in existing rooftops in determining their fair share contribution (see enclosed attachment).

This is a fairly complicated area with regard to service delivery and we are thinking a little “out of the box” on this so it might be worthwhile to have a quick meeting with you to explain some of the other details that may help you understand the scenario a little better; ultimately, we need to identify the most appropriate methodology for determining what the fair share contribution for both capital and ongoing operation costs might be for the Valiano project.

Well, that’s clear as mud! Let me know what I else I can provide for you....

Gregory Schreiner
Fire Marshal, Fire Services Coordinator
San Diego County Fire Authority
5510 Overland Ave, Suite 250
San Diego, CA 92123
(858) 495-5425

From: Chris Fisher [<mailto:cfisher@willdan.com>]
Sent: Wednesday, October 08, 2014 1:09 PM
To: Schreiner, Greg
Cc: Pine, James
Subject: RE: Fair Share Calculation

COMMENTS

RESPONSES

Hi Greg,

My apologies for the delay in responding. We have done analysis very similar to this for fair share of public safety services and dispatch services for cities, so we can certainly help with this. Do you have any preliminary analysis that was done to determine that the fire station would be able to serve the Valiano subdivision? Anticipated call volume or incident projections? Also, we don't have any detail on the costs associated with the station, so we would need that as well.

I'll have to give some thought to the amount of effort that will be necessary so that I can provide you a cost estimate for the task order.

Regards,



Chris Fisher

Vice President, Group Manager
Financial Consulting Services
cfisher@willdan.com

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C: 951.217.5949
www.willdan.com

From: Schreiner, Greg [<mailto:Greg.Schreiner@sdcounty.ca.gov>]

Sent: Thursday, October 02, 2014 10:05 AM

To: Chris Fisher

Cc: Pine, James

Subject: Fair Share Calculation

Chris,

Good morning, my staff and I are working on the Valiano major subdivision (330 units) in the unincorporated San Marcos area of San Diego and we need to establish a "fair share" contribution to the operational and capital costs for a new fire station in this area related to this project. Specifically, you may recall that there is a fire station planned for the Harmony Grove Village subdivision and the Valiano subdivision will need to rely on this station to meet general plan compliance with regard to travel time. Therefore, we would like to develop a method for them to contribute to the capital and M & O cost for the station.

I would like to open a task order to begin this work, is there anything I can provide to you to help you provide an estimate so that I can initiate the task order? The best way to contact me is by cell phone or email (both listed below).

Thanks,

COMMENTS

RESPONSES

Gregory Schreiner
Fire Marshal, Fire Services Coordinator
San Diego County Fire Authority
5510 Overland Ave, Suite 250
San Diego, CA 92123
(858) 495-5425 Office
(619) 717-1562 Cell
Greg.schreiner@sdcounty.ca.gov

Exhibit E

Exhibit D to Elfin Forest Harmony Grove Town Council Comment Letter regarding Draft EIR for Valiano Specific Plan Project

The Valiano project is inconsistent with the Harmony Grove Community Plan **Policy LU-2.2.1**. Because the associated **Issue LU-2.2.1** specifically calls out an “urban, clustered, or suburban design” as the types of residence this policy is directed toward, and further specifies that this clustered design “*threatens the continued existence of the rural residential and equestrian character of Elfin Forest / Harmony Grove,*” the Project’s contributions to the urban /rural balance must be calculated and any impacts identified and mitigated.

The EFHG Community Plan supplements countywide policies and “further directs the land uses and development desired to achieve the community’s vision.” (from “*How to Use the Community Plan*”, EFHG CP p. 5). The vision of the future ideal state of the Harmony Grove community is described in the CP: “The historic rural habitat is preserved where **the Village is surrounded by large-lot rural homes and small, family owned farms and vineyards** that preserve the critical relationships necessary for this environmentally sensitive and balanced green community. *The all-important rural voice is not overwhelmed by the urban voice*” (p. 23) (emphasis added). The Harmony Grove CP also clearly defines the Existing Community Character: “Some of the key elements of the Harmony Grove character and values include one- and two-story single family homes on large lots; large animal facilities on residential properties; *no clustered development*; no “cookie-cutter” developments; no walled developments, and no gated communities” (p. 16) (emphasis added).

Thus the clear intent of Policy LU-2.2.1 is to prevent the original Harmony Grove residents, identified in the CP as living in large lot equestrian properties, from becoming outnumbered by residents of clustered, small lot, non-equestrian properties. This skewed ratio would create a majority voice for the suburban resident and encourage migration of the original rural equestrian residents out of the community, further eroding the community character and culture. **Development according to the current GP yields an urban/rural balance consistent with Policy LU-2.2.1** (see calculations below). Development according to the Valiano Specific Plan Amendment, including counting the Project’s horse keeping properties as rural residences, still yields a 3-to-1 urban prevalence, clearly altering the residential balance that Policy LU-2.2.1 was designed to protect. **This issue and the possible impacts to community character must be studied in the EIR. At the least, this shows there is a significant and unmitigated land use impact due to the Project.**

Calculations:

Per GP - there are various factors to consider, and various ways to calculate:

- Assuming we consider existing residences only or entitlements per current GP:
 - Harmony Grove has 125 existing residences according to the Fire department, Eden Valley has 80, so about 205 existing residences,
 - If we add GP current entitlements for large parcels, Valiano adds 118, so about 320, and Kovach still as SR regional category after the upzone received during the GP Update, so we can count it as "rural" at 210 on 110 acres, for a

K-213

K-213 The commenter is concerned with the inconsistency that the Valiano Project has related to the EFHGCP, and specifically with Policy LU-2.2.1. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses I-65 and K-15.

COMMENTS

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cont.

total of **533 rural residences.**

- What is the deciding factor to classify a given property as "rural" vs. "urban"?
 - The County goes with the SR category as the definition of "rural" even if clustered on tiny lot. By that count Harmony Grove Village has 742 homes within the Village Limit Line zoned as VR.
 - Arguably the size of lot and/or whether it is zoned equestrian is a better measure of a truly "rural" versus "urban" property. Thus arguably we count the 55 Harmony Grove Village lots at the Village periphery are zoned equestrian with lot sizes up to several acres, as being "rural" in nature.
- So, at a minimum, there are 533 existing rural lots in Harmony Grove/Eden Valley and 742 urban, or **58% urban, 50% rural**, or 588 rural if we incorporate the 55 equestrian lots versus 687 urban **or 54% urban, 46% rural.** *Urban residences do not greatly exceed rural residences - a carefully crafted compromise.*

However, with the Valiano Specific Plan Project:

Adding 318 urban residences and subtracting 118 from rural= **1,005 urban and 400 rural or 72% urban versus 28% rural.** *Urban residences outnumber rural residences two to one.*

Exhibit F

Ordinance No. 15-120.2**An Ordinance of the Rincon del Diablo Municipal Water District
Finding the Necessity For and Adopting a Drought Response Ordinance**

BE IT ORDAINED by the Rincon del Diablo Municipal Water District Board of Directors as follows:

Section I. Purpose and Applicability.

- A. The purpose of this ordinance is to provide a drought response strategy for the Rincon del Diablo Municipal Water District service area as authorized by the California Water Code, under sections 350 et seq., 375 et seq., 1058 et seq., and 71640 et seq. Changes to this Ordinance may also be facilitated by the State Water Resources Control Board (State Control Board) as authorized by the California Water Code, under sections 102,104, 105, 275, 375, 1058.5, and 10617.
- B. Because of varying conditions related to water resource supplies and distribution system capabilities, it is necessary to establish and enforce methods and procedures to ensure that, in time of shortages due to drought, the water resources available to Rincon del Diablo Municipal Water District and its constituents are put to the maximum beneficial use, that unreasonable use, or unreasonable method of use is prevented, and that conservation of water is accomplished in the interest of the public health, safety, and welfare.
- C. This ordinance establishes four levels of drought response actions to be implemented during times of declared water shortages. These levels reflect increasing efficiencies for water use in response to worsening drought conditions, emergency conditions, and/or decreasing water supply availability.
- D. The provisions of this ordinance apply to any person using potable water provided by the Rincon del Diablo Municipal Water District. This ordinance does not apply to the use of water from private wells, recycled water, or water that is subject to a special supply program, such as the San Diego County Water Authority (SDCWA) Transitional Special Agricultural Water Rate Program (TSAWR).
- E. This ordinance may be implemented independently or in conjunction with those provisions specified in Administrative Code Section 4100, Emergency Water Plan, or passed by separate board resolution or action.

Section II. Definitions.

- A. "District" means the Rincon del Diablo Municipal Water District.
- B. "Board of Directors" means the Board of Directors of the Rincon del Diablo Municipal Water District.

- C. "General Manager" means General Manager of the Rincon del Diablo Municipal Water District.
- D. "Notification to the public" means notification through local media, including interviews, issuance of news releases, direct mailing, bill inserts, telephone calls, and/or web postings, etc.
- E. "Person" means any natural person, corporation, public or private entity, public or private association, public or private agency, government agency or institution, school district, college, university, or any other user of water provided by the District.
- F. "Water" means potable water from all sources.
- G. "Target" means the calculated determination of an allocation.
- H. "Model Drought Response Ordinance" means the model ordinance provided by the SDCWA to be used as a tool to foster consistency throughout San Diego County on the response levels and water-use restrictions in place in the event of a drought or other regional supply shortages.

Section III. Conservation Ethic.

As responsible stewards of a natural resource, the District's Board of Directors acknowledges that its service area is located within an inland region that is subject to wide variations in annual precipitation and desert-like climatic conditions. Dependent largely on water imported from Northern California and the Colorado River, the District endorses a "No Water Wasting" ethic on a daily basis, regardless of drought conditions. The District discourages the use of commercial single-pass laundry systems, single-pass decorative fountains, or any other device or action that wastes water or uses water unreasonably.

- A. To prevent the waste and unreasonable use of water and to promote water conservation, each of the following actions IS PROHIBITED, except where necessary to address an immediate health and safety need or to comply with a term or condition in a permit issued by a state or federal agency:
 - 1. The application of potable water to outdoor landscapes in a manner that causes runoff such that water flows onto an adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or other structures.
 - 2. The use of a hose that dispenses potable water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use.

COMMENTS

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3. The application of potable water to driveways and sidewalks.
4. The use of potable water in a fountain or other decorative water feature except where the water is part of a recirculating system.
5. The application of potable water to outdoor landscapes during and within 48 hours of measurable rainfall.
6. The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased.
7. The irrigation with potable water of ornamental turf on public street medians.
8. The irrigation with potable water of landscapes outside newly constructed homes and buildings in a manner inconsistent with regulations or other requirements established by the California Building Standards and the Department of Housing and Community development.
9. To promote water conservation, operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each guestroom using clear and easily understood language.

B. The following practices shall also be observed on a daily basis:

1. No washing down of non-permeable surfaces, including but not limited to sidewalks, driveways, parking lots, tennis courts, or patios, except when it is necessary to alleviate safety or sanitation hazards.
2. Irrigate residential and commercial landscapes after 8:00 pm and before 9:00 am only.
3. Use a hand-held hose equipped with a positive shut-off nozzle or bucket to water landscaped areas, including trees and shrubs located on residential and commercial properties that are not irrigated by an automated landscape irrigation system.
4. Irrigate nursery and commercial grower's products before 10:00 am and after 6:00 pm only. Watering is permitted at any time with a hand-held hose equipped with a positive shut-off nozzle, a bucket, or when a drip/micro-irrigation system or equipment is used. Irrigation of nursery

propagation beds is permitted at any time, as is the watering of livestock.

- C. Do not wash vehicles during hot conditions when additional water is required due to evaporation.
- D. Repair all water leaks within five (5) days of notification by the District unless other arrangements are made with the General Manager or an established Drought Response Level (1-4) mandates a shorter period.
- E. Use recycled or non-potable water for construction purposes when available.

Section IV. Drought Levels – Required Measures.

In an effort to provide consistency in communications with its customers, the District has established four levels of drought response. Movement from one level to another in this Drought Response Ordinance may be influenced by a State-issued proclamation of a current or ongoing state of emergency and/or necessitated by the District's water wholesaler(s), or by the District's Board of Directors.

Following the declaration of a drought level, no person may make, cause, use, or permit the use of water for residential, commercial, industrial, governmental, or any other purpose in a manner contrary to any provision of this ordinance, or in an amount in excess of that permitted by the corresponding drought level, or other legally mandated quantity or percent.

Water use restrictions in each level are cumulative unless the higher stage has a more stringent requirement on the same subject. If the severity of the drought lessens, the drought level may be downgraded to a lower stage, at the discretion of the Board of Directors. Drought levels are neither necessarily consecutive nor subject to a specific predetermined length of time.

In the event that required water use reductions goals are met, not being met, or a specific situation changes, the General Manager, at his/her discretion, may hold any or all constituent water use restrictions in abeyance or increase water use restrictions to meet specified water reduction goals.

Section V. Variances.

The Board of Directors is authorized to review hardship and special cases within which strict application of this ordinance would result in serious hardship. A variance may be *considered* only for reasons involving health, safety, or economic hardship. A request for variance from this ordinance must be made in writing and directed to the Board of Directors.

Section VI. Declaration of a Drought Stage.

Components defining each drought stage are listed in Table 1.

Response Level*	Constituent's Share of Water <small>Showed in Percentage of Constituent Target</small>	Applicability		
		Status	Responders	
			District	Constituents
Level 1 Drought Watch	90% <small>(10% reduction)</small>	Voluntary	X	X
Level 2 Drought Alert	80% <small>(20% reduction)</small>	Mandatory	X	X
Level 3 Drought Critical	70% <small>(30% reduction)</small>	Mandatory	X	X
Level 4 Drought Emergency	69% or less <small>(≥31% reduction)</small>	Mandatory	X	X

*The response level is prescribed by the San Diego County Water Authority

A. Level 1 – “Drought Watch”

This level is a voluntary effort to achieve an immediate, overall target reduction of up to 10% and may be implemented upon notification from the SDCWA. The Board of Directors or the General Manager shall declare the existence of a Response Level 1 and direct the following measures.

1. District Accountability
 - a. The District will provide increased conservation outreach and educational activities for its constituents to emphasize increased public awareness of the need to implement all water conservation activities described in Section III – Conservation Ethic.
 - b. Water conservation incentives, such as rebates for items such as high efficiency washing machines, smart irrigation timers, etc., will be vigorously promoted.
 - c. Participation in programs such as landscape workshops and residential surveys/water audits will be encouraged.
 - d. Response to water leaks within the District’s delivery system will be conducted within forty-eight (48) hours of notification. Repairs will be made upon detection and will not be allowed to remain seeping, regardless of flow rates.

2. Constituent Accountability

- a. Increased conservation is volunteer-based. Constituents should seek technical assistance from the District if difficulties prevent them from achieving water use reductions of 10%.
- b. Adhere to conservation measures and practices as defined in Section III – Conservation Ethic.
- c. Leaks found on the constituent’s side of the meter must be repaired within ninety-six (96) hours after notification from a District or other representative.

B. Level 2- “Drought Alert”

This level is a mandatory effort to achieve an immediate, overall target reduction up to 20% and may be implemented upon notification from the SDCWA. The Board of Directors shall declare the existence of a Response Level 2. The actual target reduction may be adjusted based on conditions, State directed mandates or per decision of the Board of Directors. In addition to the measures prescribed in Level 1, the following apply:

1. District Responsibility

- a. The District will mandate the activities described in Section III – Conservation Ethic and shall initiate heightened conservation outreach and educational activities. Notification of water waste and ordinance violations will be delivered to constituents as required.
- b. The Board of Directors will consider additional conservation incentive(s) for constituents.
- c. Response to water leaks within the District’s delivery system will be conducted within twenty-four (24) hours of notification. Repairs will be made upon detection and will not be allowed to remain seeping, regardless of flow rates.
- d. The Board of Directors may suspend consideration of water availability certifications, stipulate actions, and may suspend outstanding certifications for all commercial projects and residential projects of more than one home, unless the project is necessary to protect the public’s health, safety, and welfare and/or the applicant provides substantial evidence of an enforceable commitment that water demands for the project will be offset prior to the provision of a new water meter(s) to the satisfaction of the District.
- e. Projects demanding more water from the District’s system than originally proposed will require additional approval from the Board of Directors.

COMMENTS

RESPONSES

- f. Flow rate testing of fire meters will be suspended, unless required by regulatory or health and safety reasons.
 - g. District system maintenance and repair programs requiring large volumes of water may be suspended unless water quality is likely to be compromised, interferes with regulatory requirements, or significant property damage is eminent.
 - h. The District's conservation staff will target 25% of commercial constituents for water audits.
 - i. The Board of Directors may implement temporary rates and fees, as outlined in Section VIII – Rates and Fees of this ordinance.
 - j. The District will promptly notify customers whenever the District obtains information that indicates a leak may exist within the end-users' exclusive control.
 - k. Increased monitoring may be initiated by the General Manager in order to insure compliance of mandatory water use restriction targets enacted by this Ordinance.
 - l. The General Manager is authorized to set specific allocations on monthly allowable usage and/or specific percentage reductions for all District customers to help attain the conservation goals set by the District or mandated conservation standards set by State authorities.
2. Constituent Responsibility
- a. The constituent may be issued a water-use target that reflects a mandated reduction in water consumption.
 - b. Constituents will implement a landscape irrigation schedule limited to two (2) or less days per week regardless of the season.
 - c. Irrigation run times per station are limited to ten (10) minutes per station unless a station is fitted entirely with drip emitters, micro-spray emitters, or stream rotor sprinklers or the system is operated by a weather-based irrigation controller.
 - d. Constituents must stop the use of ornamental fountains unless non-potable water is used.
 - e. Leaks found on the constituent's side of the meter must be repaired within seventy-two (72) hours after notification from a District or other representative.

- f. Customers residing in high or very high urban-wildland fire interfaces will prune back and clear dead and dying trees and vegetation.

C. Level 3 – Drought Critical

This level is a mandatory effort to achieve an immediate, overall target reduction up to 30% and will be implemented upon notification from the SDCWA. The Board of Directors shall declare the existence of a Response Level 3. The actual target reduction may be adjusted based on conditions, State directed mandates or per decision of the Board of Directors. The Board of Directors may also declare a drought emergency in the manner and on the grounds provided in the California Water Code Section 350. In addition to measures prescribed in Levels 1 and 2, the following will apply:

1. District Responsibility

- a. District personnel will proactively monitor all leaks and water waste. This may include patrolling to specifically identify water loss from District and constituent facilities. All violations will be reported and the District will take appropriate action.
- b. The General Manager may request a review of the fiscal budget and reassess capital improvement and operation and maintenance priorities.
- c. The District's conservation staff will target 100% of the mobile home parks and large landscape sites, 50% of the commercial constituents and multi-family complexes, and 25% of the residential constituents for water audits.
- d. Operations staff will offer leak detection services for meters serving eight or more commercial or residential units.
- e. The Board of Directors will suspend outstanding water availability certifications for all commercial projects and residential projects including single unit residential projects.
- f. Water service will be discontinued for construction purposes unless recycled or other non-potable water is used.
- g. Improvements identified by a water flow review will be implemented in order to provide better control of water and/or system integrity to minimize use.
- h. The District will require mandatory offsets for new and existing projects as identified in Section VI – Provisions for Demand Offset.

2. Constituent Responsibility

- a. The constituent will be issued an adjusted water use target that reflects the mandatory reduction.
- b. Constituents will implement an irrigation schedule with two (2) or less days per week regardless of the season. During the months of November through May, landscape irrigation may be limited to no more than one (1) day per week. This does not apply to commercial growers or nurseries.
- c. Leaks found on the constituent's side of the meter must be repaired, at the constituent's expense, within forty-eight (48) hours of notification by the District.
- d. Constituents must stop washing vehicles except at a commercial carwash that recirculates water.
- e. Constituents must stop filling or refilling ornamental lakes or ponds except to the extent needed to sustain aquatic life, provided that such animals are of significant value and have been actively managed within the water feature prior to declaration of a drought response level under this ordinance.
- f. The filling or refilling of pools or spas may be prohibited.
- g. Power-washing of exterior surfaces, such as siding, is prohibited.

D. Level 4 – Drought Emergency.

This level is a mandatory effort to achieve an immediate, overall target reduction of 40% or more and may be implemented upon notification from the SDCWA. The Board of Directors shall declare the existence of a Response Level 4. The actual target reduction may be adjusted based on conditions, State directed mandates or per decision of the Board of Directors. The Board of Directors shall also declare a drought emergency in the manner and on the grounds provided in California Water Code Section 350. In addition to measures prescribed in Levels 1, 2, and 3, the following will apply:

1. District Responsibility

- a. The District's conservation staff will target 100% of the commercial constituents for water audits.
- b. The Board of Directors will not consider the installation of new meters nor authorize any additional water use demands on its system.
- c. Citations will be issued for water use that does not conform to the measures in this ordinance.

d. Meters delivering water solely for landscape irrigation purposes may be subject to shut-off as determined necessary by the General Manager.

2. Constituent Responsibility

a. Constituents will be issued an adjusted water use target that reflects the mandatory reduction.

b. Constituents must stop all landscape irrigation, except crops and landscape products of commercial growers and nurseries. This restriction shall not apply to the following categories of use unless the District has determined that recycled water is available and may be lawfully applied to the use.

i. Maintenance of trees and shrubs that are watered by using a bucket, hand-held hose with a positive shut-off nozzle, or low volume non-spray irrigation;

ii. Maintenance of existing landscape necessary for fire protection as specified by the Fire Marshal of the City of Escondido or other agency having jurisdiction over the property to be irrigated;

iii. Maintenance of existing landscape for erosion control;

iv. Maintenance of plant material identified to be rare or essential to the well-being of rare animals;

v. Maintenance of landscaping within active public parks and playing fields, day care centers, school grounds, cemeteries, and golf course greens, provided that such irrigation does not exceed two (2) days per week, ten minutes per station;

vi. Watering of livestock; and,

vii. Public works projects and actively irrigated environmental mitigation projects.

c. Water service will be shut-off if noticeable leaks are observed on the constituent's side of the meter. Once repair is affected, water service will be restored at the constituent's expense.

Section VI. Provisions for "Demand Offset".

The District is establishing a Voluntary Demand Offset Fee Program that is designed to offset new potable water demands under various conditions, during severe droughts

and water shortage conditions. It is anticipated that there will be several categories, to include: Firm Demand Offset; Conservation Offset; and New Water Offset.

The typical mechanism used to place restrictions on new meters, and therefore require new potable water demand be offset, is for an agency to declare a water shortage emergency per California Water Code Section 350. The intent of the Voluntary Demand Offset Fee Program is that during a drought or other water supply shortage, new development could apply a fee that would be used to convert sites currently using potable water to recycled water, or convert other potable water use with quantifiable offsets (low flow toilets, water saving appurtenances, etc.), thereby permanently offsetting a developer's project of potable water demands, which would keep the District potable water-neutral. This would not preclude a developer or other water subscriber from initiating a conservation offset as an act of good faith.

Section VII. Technical Assistance.

Technical assistance may be offered by the District upon the completion of a "Cooperator's Agreement" by the constituent.

Section VIII. Enforcement of Violations.

- A. In the event of any violation of this Ordinance, the District shall post on the property where the violation occurred, written notice, and will mail a duplicate notice to the registered owner of the property, and/or to any person known to the District who is responsible for the violation or its correction. Such notice shall describe the violation and order that it be corrected, ceased, or abated immediately or within such specified time as the District determines is reasonable under the circumstances, and shall further contain a description of the fees and penalties associated with such violation. If the cited person fails to comply with such order, the District may disconnect the service where the violation occurred. The property owner will be responsible for any reconnection charges in addition to other fees or charges imposed by the District.
- B. In addition to being grounds for discontinuation of service, and in addition to any other applicable civil or criminal penalties, violation of any of the provisions of this ordinance is a misdemeanor. Upon conviction thereof, such persons shall be punished (i) by imprisonment in the county jail for not more than thirty (30) days, (ii) by a fine of up to five hundred dollars (\$500) for each day in which the violation occurs during Drought Level 2, a fine of up to seven hundred and fifty dollars (\$750) for each day in which the violation occurs during Drought Level 3, or a fine of up to one thousand dollars (\$1,000) for each day in which the violation occurs during Drought Level 4, or (iii) by both.
- C. Each act of violation and every day upon which such violation occurs shall constitute a separate violation. The General Manager may also seek injunctive relief as necessary to enforce the provisions herein.

Section VIII. Rates and Fees.

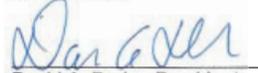
The Board of Directors may implement a temporary drought rate structure in order to offset lost revenues and to fund the provisions of this ordinance.

Penalties levied by the District's wholesalers or the State Water Resources Control Board will be passed through to those constituents that caused the assessment of penalties.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Board of Directors of the Rincon del Diablo Municipal Water District held on May 27, 2015 by the following roll call vote:

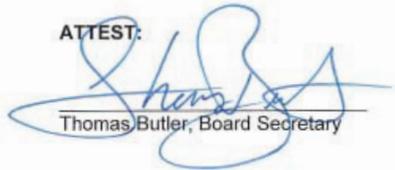
AYES: Drake, Towne, Murtland and Quist
NOES: Lump
ABSTAIN: None.
ABSENT: None.

APPROVED



David A. Drake, President

ATTEST:



Thomas Butler, Board Secretary

Exhibit G

Darnell & Associates, Inc.

· TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

June 12, 2015

Jacqueline Arsivaud
 Chair Person,
 Elfin Forest Harmony Grove Town Council
 20223 Elfin Forrest Road
 Elfin Forrest, California 92029

D&A Ref. No: 150505

Subject: Review of the Traffic Impact Analysis for the Draft Environmental Impact Report for the Valiano Project dated April 2015, County of San Diego Reference Numbers: PDS2013-SP-001, PDS2013-GPA-13-001, PDS2013-TM-5575, PDS2013-REZ-13-001, PDS2013-ER-12-08-002.

Dear Mrs. Arsivaud:

I have reviewed the subject Traffic Impact Analysis prepared by Linscott, Law and Greenspan, Engineers Dated April 2015. The project proposes the development of 334 Single Family Dwelling Units and 55 Second Dwelling Units on 339 acres. To develop the project the Applicant proposes a General Plan Amendment and Specific Plan to establish, etc. to allow the proposed minimum 6,000 square feet (S.F.) lots in place of the minimum 1 acre lot size.

Based on my preliminary review of the subject traffic analysis I have the following comments:

- K-214 1) The Executive Summary identifies the project located at 1091 La Moree Road. A review of the document does not identify the 1091 Moree Road property access and none of the exhibits and analysis identifies the La Moree Road. This need to be corrected.
- K-215 2) The Conceptual Site Plan Figure 2-1 shows a secondary access to Hills Valley Road. However the traffic analysis does not address the impacts of the project on the roadway and at the Hills Valley Road/County Club Drive intersection.
- K-216 3) A review of the traffic analysis identifies that the existing traffic volume data was collected in August and October of 2012 and one Count at Eden Valley Lane/Country Club Drive intersection was collected on April 9, 2014. Further review of the count data in Appendix C does not include count data for the SR-78 on/off ramp intersections at Nordahl Road. Based on the County Traffic Guidelines the count data exceeds the 18 month age of the counts. Therefore the validity of the counts needs to be updated to conform to County requirements.
- K-217 Also the Executive Summary addresses the need to update the County's Traffic Impact Fee (TIF) Program to include potential changes resulting in the proposed project changes in Land Use. Since the project proposes the General Plan Amendment the impacts both direct and cumulative should be the responsibility of the Applicant and the necessary studies should be prepared in conjunction with the processing of the project to address any additional environmental impacts of the project on County and the adjacent agencies roadways, and intersections. Deferring the update of the TIF to after the project is approved leaves unanswered CEQA questions.
- K-218 4) A review of Figure 3-1, Existing Condition Diagram and Figure 3-2 Existing Traffic Volumes does not show existing traffic volumes on:
 - Country Club Drive between Harmony Grove Village Parkway and Harmony Grove Road;
 - Harmony Grove Village Parkway between Country Club Drive and Citracado Parkway including the intersections along this route; and
 - Harmony Grove Road west of Country Club Drive.

K-214 The address for the property is per the legal description and title report for the entire property. It does not presume access is provided via La Moree Road. No access was assumed to La Moree Road in the TIA and therefore no correction is necessary. The access points for Neighborhoods 1 through 4 are Eden Valley Lane and Mt. Whitney Road, connecting to Country Club Drive; the access points for Neighborhood 5 would take access from two new access driveways on Future Street 5A, both connecting to Country Club Drive.

K-215 For the Proposed Project, the secondary access to Hill Valley Road is proposed as a fire/emergency access road and would not serve day-to-day traffic. As discussed in Section 1.2.1 (Access and Circulation) of the EIR, the Project may include an additional access option where Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an additional access road are analyzed in the traffic impact analysis (Appendix H of the EIR) and in subsections 2.6.2.1 and 2.8.2.10 of the EIR for noise and traffic, respectively.

K-216 Existing traffic data were collected during the year of the issuance of the NOP for the EIR, consistent with industry standards of practice for conducting traffic studies. Given the timeframe associated with preparing a full EIR, it is not uncommon for two-to three years to pass prior to distributing the DEIR for public review. LLG collected existing

K-216 cont. traffic data in the Project vicinity for another project in the Year 2014 and compared the counts to the Year 2012 data used in the TIA.

Table B shows that traffic counts are higher in some locations and lower in others. Overall, the average change in traffic volumes amounts to net zero percent change between Year 2014 and Year 2012.

Intersection	Existing Valiano Counts (Year 2012) (Total AM + PM Peak Hour Volumes)	Existing Year 2014 (Total AM + PM Peak Hour Volumes)	% Growth over Year 2012
Auto Park Way/ Mission Road/ Nordahl Road	7,463	7,115	-5%
Auto Park Way/ Country Club Drive	4,381	3,672	-16%
Valley Parkway/ I-15 NB Ramps	5,851	5,960	2%
Valley Parkway/ I-15 SB Ramps	6,156	6,275	2%
Valley Parkway/ Auto Park Way	7,342	7,951	8%
Valley Parkway/ 9th Avenue	5,497	5,861	7%
Average Growth Between Year 2012 and Year 2014			0%

It should also be noted that at the time of data collection, the Nordahl Road interchange was under construction to be widened to its current configuration. As a result of this, existing traffic counts were taken from the certified Year 2011 Escondido General Plan EIR traffic study and adjusted to reflect Year 2012 conditions along Nordahl Road. Given the existing traffic analysis was originally prepared at issuance of the NOP, the Nordahl Road intersection timing plans from Caltrans have since been modified to accommodate the additional capacity constructed at this interchange. LLG conducted a traffic analysis for a nearby development in Year 2015 and the data collected in Year 2014 indicates acceptable LOS C operations at both the eastbound and westbound ramps in the AM and PM peak hours. The analysis is shown below in Table C. The Year 2014 traffic counts at the interchange have been included in the revised EIR TIA intersection LOS analysis and added to the EIR TIA appendix.

Intersection	Valiano Existing (Escondido General Plan Volumes)		Traffic Peak General Plan		Study Hour Traffic	Year Existing Peak Hour 2014			
	AM		PM		AM	PM		2014	
	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
Nordahl Rd/ SR 78 WB Ramps	22.6	C	25.6	C	22.4	C	25.2	C	
Nordahl Rd/ SR 78 EB Ramps	19.4	B	18.0	B	21.6	C	20.4	C	

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K-217 The TIF program can only be updated after a proposed GPA is approved (or denied) because the final outcome of a proposed GPA is not known. The County updates the TIF program regularly to account for approved GPAs that modify the Land Use or Mobility Element sections of the General Plan. Also see Response K-158.

K-218 Harmony Grove Village Parkway was not constructed at the time the TIA commenced and therefore, existing volumes could not be counted on this roadway. As discussed in Section 4.1 of the TIA, Harmony Grove Village Parkway was assumed to be built in all traffic analysis scenarios since the majority of the roadway improvements from the Harmony Grove Village project were anticipated to be completed prior to the opening day of the Proposed Project.

With the connection of Harmony Grove Village Parkway to Citracado Parkway, the following Project volumes were distributed to the roadways that were identified in the comment:

- Country Club Drive between Harmony Grove Village Parkway and Harmony Grove Road receives at most 16 peak hour directional Project trips.
- Harmony Grove Village Parkway between Country Club Drive and Citracado Parkway receives at most 13 peak hour directional Project trips.
- Harmony Grove Road west of Country Club Drive receives at most 16 peak hour directional Project trips.

Therefore, the segments listed by the commenter do not receive 25 peak hour directional trips and thus, per County guidelines, analyses of these roadways are not warranted.

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 cont.

These routes provide access to the project site and need to be included in the traffic impact of the project. As stated on Page 15 of the traffic analysis the opening of Harmony Grove Village Parkway to Citracado Parkway will result in the rerouting of existing traffic from Kauana Loa Drive to the New Harmony Grove Village Road. The impact of the opening of Harmony Grove Village Road needs to be addressed and appropriate updates to the Traffic Analysis prepared.

K-219

5) Impact Analysis of Existing Conditions, Existing Plus Project, Existing Plus Cumulative (2020) Projects and Existing Plus Cumulative Projects Plus Project and the Year 2035 analysis needs to be updated to account for the comments in Comment 4 and the additional Comments 6 thru 15.

K-220

6) Project Trip Distribution on Page 30 of the traffic analysis identifies using Select Zone Assign (SZA), based on the SANDAG Traffic Model to establish project trip distribution. A copy of the Select Zone (SZA) including the Land Use TAZ information needs to be provided to confirm the project trip distribution shown on Figures 7-1a and 7-1b and 7-2. A copy of the Select Zone and Land Use data needs to be added to the Appendices of the Traffic Analysis Report.

K-221

7) Section 8.0 Existing Plus Cumulative Conditions: This section of the traffic analysis identifies 41 projects in the County of San Diego, City of Escondido and the City of San Marcos including the adjacent Harmony Grove Village to be analyzed under cumulative conditions.

On Page 42 of the Traffic Analysis the forecast of traffic volumes for the cumulative conditions utilized the SANDAG North County Traffic Model. Figure 8-1 presents the Existing Plus Cumulative Project (Year 2020) Traffic Volumes. A copy of the SANDAG Model Traffic Forecasts Plots and Land Use inputs are needed to confirm the adequacy of the traffic impact analysis and needs to be included in the Technical Appendices of the Traffic Analysis Report.

A quick review of the Year 2020 daily traffic volumes on Country Club Drive between Hill Valley Drive and Eden Valley Lane shows 7,983 daily trips. The addition of existing traffic volumes (Figure 3-2) Harmony Grove Village traffic (Figures 10-4 in Appendix B) and project traffic (Figure 7-2) results in:

Existing Daily Traffic Volumes	4,930 vehicles
Harmony Grove Village Traffic	2,320 vehicles
Valiano Project Traffic	<u>2,711 vehicles</u>
Totals: 10,061 vehicles	

This discrepancy and others within the 2020 Forecasts needs to be corrected.

K-222

8) The Year 2035 Analysis presented in the Traffic Analysis is based on Year 2035 conditions with adopted General Plan Land Uses and the SANDAG North County Model, SANDAG Series 12 Model, The County of San Diego General Plan. A copy of the SANDAG 2035 Traffic Model Traffic Forecasts and Land Uses needs be provided to confirm the adequacy of the analysis of the future traffic conditions with and without the project.

K-223

9) Section 11.0 Access and Other Issues:

This section of the traffic analysis addresses the use of Eden Valley Lane and Mount Whitney Road, which are private roads connecting the project site to Country Club Drive. As stated "Eden Valley Lane is constructed to provide 24 feet of pavement within 28 feet of graded width, there is no documentation provided on the easement right-of-way. Mount Whitney Road is constructed to provide 20 feet of pavement for its entire length and does not satisfy the County's Private Road

K-219 The commenter requests that the complete traffic analysis be updated to account for the information provided in comment K-218 and K-220 through K-234. See Response K-218, and K-220 through K-234.

K-220 A copy of the SZA has been added to the appendices of the TIA. This addition clarifies the conclusions made in the DEIR and does not provide significant new information that requires recirculation of the EIR under CEQA.

K-221 The TIA shows an Existing Plus Cumulative Plus Project traffic volume of 10,694 ADT on Country Club Drive between Hill Valley Drive and Eden Valley Lane. The commenter suggests the Year 2020 model with Project traffic would amount to 10,061 ADT. It can therefore be concluded, that the only discrepancy, as noted, would be that the EIR provides a conservative analysis of the traffic forecasted for this segment of Country Club Drive. Impacts may be somewhat less than what was reported. Also see K-222 for the SANDAG Traffic Model.

K-222 A copy of the horizon year forecast model has been added as TIA Appendix N. This addition clarifies the conclusions made in the DEIR and does not provide significant new information that requires recirculation of the EIR under CEQA.

K-223 On Eden Valley Lane existing drainage patterns would be preserved, as the Project includes only slight widening to satisfy the 24-foot pavement width required by County Private Road Standards. Mt. Whitney Road currently does not meet the private road standard of 24 feet and would be reconstructed per Private Road Standards as part of the Proposed Project, including drainage facilities and storm water Best Management Practices (BMPs) as detailed in subsection 3.1.3.2 of the EIR as well as Appendices M and N.

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K-223 cont Standards. To satisfy the County’s Private Road Standards would require the roadway to be widened to 24 feet within a graded area. The addition of project traffic to these private easements will have an impact on existing residents along each roadway. The adequacy of existing roadway pavement, drainage, etc. needs to be addressed from the standpoint of costs sharing for future maintenance.

K-224 10) Section 11.3 Sight Distance:
 This section identifies that Corner Sight Distance at all project access locations was conducted and Certification Letters submitted under separate cover. A copy of the Certification Letters needs to be provided for review.

K-225 11) Figures 11-1, 11-2 and 11-3 show intersection channelization at Eden Valley Lane, Mount Whitney Road and Future Street 5A (North). The channelization concepts reduce the three (3) lane width to 12 feet without shoulders creating a future hazardous condition. Any improvements to provide the recommended turn lanes needs to include shoulder area.

K-226 12) Intersection Analysis work sheets presented in the Appendices of the Traffic Analysis were reviewed for adequacy. The conditions reviewed are:
 • Existing;
 •Existing Plus Project;
 •Existing Plus Cumulative Projects; and
 •Existing Pls Cumulative Projects Plus Project.

The AM/PM intersection analysis was reviewed to determine conditions that resulted in critical movements and/or approach movements resulted in LOS “E” or LOS “F”.

K-227 Table A presents the Existing Conditions results for twelve (12) intersections. The review found five (5) intersections with movements operating at LOS “E” or LOS “F” and only two (2) of the intersections were reported to operate at LOS “E” or “F” in the Traffic Analysis.

K-228 Table B presents Existing Plus Project Conditions intersection analysis for twelve (12) intersections in the Traffic Analysis. Again we found five (5) intersections with movements operating at LOS “E” or LOS “F” and only two (2) of the intersections were reported to operate at LOS “E” or “F” in the Traffic Analysis.

K-229 Table C summarizes the Existing Plus Cumulative Projects intersection analysis for thirteen (13) of the study area intersections analyzed. Review of Table C shows twelve (12) out of the thirteen (13) intersections have movements operating at LOS “E” or “F”. Ten (10) of the thirteen (13) intersections are shown to operate at LOS “E” or “F” in the Traffic Analysis.

K-230 Table D presents the Existing Plus Cumulative Projects Plus Project intersection analysis for thirteen (13) of the study area intersections analyzed. Review of Table D shows all thirteen (13) intersections have movements operating at LOS “E” or “F”. Ten (10) of the thirteen (13) intersections are shown to operate at LOS “E” or “F” in the Traffic Analysis.

K-231 Table E presents the traffic signal cycle lengths used in the analysis for each intersection. Caltrans, City of San Marcos and the City of Escondido need to be contacted to confirm the adequacy of the signal timing used for the traffic analysis. A change in cycle length and signal timing will change

K-224 This information is included in Chapter 1.0 of the EIR and copies of the certification letters have been added to Appendix J of the TIA.

K-225 There are currently no shoulders provided on Country Club Drive at Eden Valley Road and Mt. Whitney Road. Two-foot shoulders with a 4-foot buffer are provided starting just south of the proposed Future Street 5A South as shown on Figure 11-4 of the TIA and would be maintained where currently provided. The post-Project condition of Country Club Drive would be improved over the existing condition and does not constitute a hazardous condition.

K-226 The commenter is referencing specific movements for specific approaches to an intersection that do not accurately represent the overall intersection operations for a particular intersection. Per the industry standard of practice and the Highway Capacity Manual (HCM) 2010, the measure of effectiveness for analyzing signalized and all-way stop-controlled intersections is overall average stopped delay per vehicle. The average control delay per vehicle for the intersection as a whole is found by adding the product of the approach flow rate and the approach delay for all approaches and dividing the sum by the total intersection flow rate. The determination of LOS is based on average control delay (Chapter 18-Signalized Intersections, HCM 2010). The significance of impacts is not determined using the individual intersection approach delay and level of service for signalized intersections. The average delay and LOS methodology is documented in Table 2 of the County’s “Guidelines for Determining Significance,” August 2011, and both the City of Escondido and City of San Marcos utilize the average delay and LOS criteria from Table 1 of the SANTEC/ ITE “Guidelines for Traffic Impact Studies in the San Diego Region”, March 2000.

K-227 Of the 12 intersections listed in Table A of the comment letter, zero experience an LOS E or F average control delay, nor do any of the total 18 intersections analyzed in the EIR TIA under existing conditions operate at LOS E or F as shown in Table 6-1 of the TIA. Also see Response K-226.

- K-228 Of the 12 intersections listed in Table B of the comment letter, zero experience an LOS E or F average control delay, nor do any of the total 18 intersections analyzed in the EIR TIA under Existing Plus Project conditions operate at LOS E or F as shown in Table 9-1 of the TIA. The five intersections with individual LOS E or F movements noted in Table B of the comment letter are not significant given the determination of signalized intersection LOS is based on average control delay for all approaches (Chapter 18-Signalized Intersections, HCM 2010) and the significance of impacts for signalized intersections is determined using the average delay and LOS and not individual intersection approach delay and LOS. The average delay and LOS methodology is documented in Table 2 of the County's "Guidelines for Determining Significance," August 2011, and both the City of Escondido and City of San Marcos utilize the average delay and LOS criteria from Table 1 of the SANTEC/ITE "Guidelines for Traffic Impact Studies in the San Diego Region," March 2000. Also see Response K-226.
- K-229 Of the 13 intersections listed in Table C of the comment letter, 4 locations under existing plus cumulative projects conditions were reported as having an average delay at LOS E or F conditions as shown in Table 9-1 of the TIA. Also see Response K-226.
- K-230 Of the 13 intersections listed in Table D of the comment letter, 4 locations under Existing Plus Cumulative Plus Project conditions were reported as having an average delay at LOS E or F conditions as shown in Table 9-1 of the TIA. The 10 intersections with individual LOS E or F movements noted in Table D of the comment letter are not significant given the determination of signalized intersection LOS is based on average control delay for all approaches (Chapter 18-Signalized Intersections, HCM 2010) and the significance of impacts for signalized intersections is determined using the average delay and LOS and not individual intersection approach delay and LOS. The average delay and LOS methodology is documented in Table 2 of the County's "Guidelines for Determining Significance," August 2011, and both the City of Escondido and City of San Marcos utilize the average delay and LOS criteria from Table 1 of the SANTEC/ITE "Guidelines for Traffic Impact Studies in the San Diego Region," March 2000. Also, see Response K-226.

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the level of services (LOS) reported. Copies of the intersection capacity worksheets identifying the LOS "E" and "F" conditions will be forwarded to you by separate cover.

K-232

13) Further review of the project finds the report does not address construction impacts. The short - term impacts of constructing the project on the existing private roadway easements roadways and residents on the private easements need to be addressed.

K-233

14) Fire Evacuation Routes:

During Construction of the project and after completion of the project the adequacy of the existing roads to accommodate the evacuation of the area needs to be addressed. The recent fire in 2014 in the area identified numerous problems evacuating the area. A plan needs to be prepared and approved prior to the approval of the project.

K-234

15) Sprinter Impacts:

The Sprinter Operations at the Country Club Drive /Auto Park Way and Nordahl Road intersection presently causes impacts and back-ups in traffic that is not presented in any of the traffic analysis. With anticipated increased Sprinter traffic flow back-ups and delays will increase. This condition needs to be analyzed in greater detail.

In summary these are my preliminary comments on the Traffic Analysis for the Valiano Project. When the report is made available, I reserve the right to make additional comments as needed.

Please feel free to contact our office should you have any questions or comments.

Sincerely,

DARNELL & ASSOCIATES, INC.

Bill E. Darnell, P.E. RCE: 22338



6/12/15

Date:



6/12/15

Date

K-231 The traffic analysis utilizes Caltrans' signal timing/phasing plans where appropriate and observed field timings for City of Escondido and City of San Marcos signalized intersections where timing plans were unavailable.

K-232 The commenter is concerned that the TIA does not address construction impacts. See Response K-156.

K-233 The commenter is concerned with the adequacy of the existing roads to accommodate the evacuation of the area. See Topical Response: Fire/Evacuations.

K-234 The commenter is concerned that traffic impacts associated with the SPRINTER Operations were not addressed in the TIA. See Response I-61.

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Table A - SUMMARY OF APPENDIX F: EXISTING INTERSECTIONS ANALYZED					
Intersection	Movement	EXISTING			Actuated Cycle Length(s)
		PEAK HOUR	LOS	APPROACH LOS	
1 - S. TWIN OAKS VALLEY RD. & DISCOVERY ST. @ E. BARHAM DR.	EBL	PM	F	-	103.2
	WBL	PM	E	F	
	WBR	PM	F	-	
	NBL	PM	F	-	74.7
	SBL	AM	E	-	
		PM	F	-	103.2
2 - BARHAM DR.@ WOODLAND PKWY.	ALL MOVEMENTS PASS	AM	-	-	55.6
		PM	-	-	64.0
3 - MISSION RD. @ DRIVEWAY	ALL MOVEMENTS PASS	AM	-	-	77.3
		PM	-	-	75.6
4 - SR-78 WB ON RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
		PM	-	-	
5 - SR-78 EB OFF RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
		PM	-	-	
6 - MISSION @ NORDAHL RD.	WBL	AM	E	-	100.0
	NBL	AM	E	-	
7 - COUNTRY CLUB DR. @ AUTO PARK WAY	SBL	AM	F	-	58.1
8 - W. 9TH AVE. @ VALLEY PKWY.	EBL	AM	F	F	78.1
		PM	F	F	79.0
	WBL	AM	E	-	78.1
		PM	F	E	79.0
	NBL	AM	F	-	78.1
		PM	F	-	79.0
	SBL	AM	F	-	78.1
		PM	F	-	79.0
9 - VALLEY PKWY. @ AUTO PARK WAY	NBL	AM	E	-	100.0
		PM	E	-	
10 - VALLEY PKWY. @ I-15 SB RAMPS	EBL	AM	E	-	120.0
		PM	E	-	
	WBL	PM	E	-	
11 - VALLEY PKWY. @ I-15 NB RAMPS	ALL MOVEMENTS PASS	AM	-	-	105.0
		PM	-	-	
17 - HARMONY GROVE RD. @ COUNTRY CLUB DR.	ALL MOVEMENTS PASS	AM	-	-	66.3
		PM	-	-	32.2

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Table B - SUMMARY OF APPENDIX G: EXISTING PLUS PROJECT INTERSECTIONS ANALYZED					
Intersection	EXISTING + PROJECT				Actuated Cycle Length(s)
	Movement	PEAK HOUR	LOS	APPROACH LOS	
1 - S. TWIN OAKS VALLEY RD. & DISCOVERY ST. @ E. BARHAM DR.	EBL	PM	F	E	103.2
	WBL	PM	E	F	
	WBR	PM	F	F	
	NBL	PM	F	-	74.8
	SBL	AM	E	-	
		PM	F	-	
2 - BARHAM DR. @ WOODLAND PKWY.	ALL MOVEMENTS PASS	AM	-	-	55.6
		PM	-	-	64.2
3 - MISSION RD. @ DRIVEWAY	ALL MOVEMENTS PASS	AM	-	-	77.4
		PM	-	-	75.6
4 - SR-78 WB ON RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
		PM	-	-	100.0
5 - SR-78 EB OFF RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
		PM	-	-	100.0
6 - MISSION @ NORDAHL RD.	WBL	AM	E	-	100.0
	NBL	AM	E	-	100.0
7 - COUNTRY CLUB DR. @ AUTO PARK WAY	ALL MOVEMENTS PASS	AM	-	-	60.5
		PM	-	-	58.5
8 - W. 9TH AVE. @ VALLEY PKWY.	EBL	AM	F	F	77.3
		PM	F	F	79.2
	WBL	AM	E	-	77.3
		PM	F	-	79.2
	NBL	AM	F	-	77.3
		PM	F	-	79.2
	SBL	AM	F	-	77.3
		PM	F	-	79.2
9 - VALLEY PKWY. @ AUTO PARK WAY	NBL	AM	E	-	100.0
		PM	E	-	80.0
10 - VALLEY PKWY. @ I-15 SB RAMPS	EBL	AM	E	-	120.0
		PM	E	-	
	WBL	PM	E	-	
11 - VALLEY PKWY. @ I-15 NB RAMPS	ALL MOVEMENTS PASS	AM	-	-	105.0
		PM	-	-	
17 - HARMONY GROVE RD. @ COUNTRY CLUB DR.	ALL MOVEMENTS PASS	AM	-	-	66.6
		PM	-	-	32.6

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Table C - SUMMARY OF APPENDIX H: EXISTING PLUS CUMULATIVE PROJECTS INTERSECTIONS ANALYZED					
Intersection	Movement	EXISTING + CUMULATIVE PROJECTS			Actuated Cycle Length(s)
		PEAK HOUR	LOS	APPROACH LOS	
1 - S. TWIN OAKS VALLEY RD. & DISCOVERY ST. @ E. BARHAM DR.	EBL	AM	F	F	140.0
		PM	F	F	150.0
	WBL	AM	F	F	140.0
		PM	F	F	150.0
	WBT	AM	F	F	140.0
		PM	F	F	150.0
	WBR	AM	F	F	150.0
		PM	F	F	150.0
	NBL	AM	F	F	140.0
		PM	F	F	150.0
	NBT	AM	F	F	140.0
		PM	F	F	150.0
	SBL	AM	F	F	140.0
		PM	F	F	150.0
SBR	AM	E	F	140.0	
	HCM LOS	AM	F	-	140.0
2 - BARHAM DR. @ WOODLAND PKWY.	EBL	AM	F	E	130.0
		PM	F	F	150.0
	EBT	AM	-	E	130.0
		PM	F	F	150.0
	WBT	AM	F	F	130.0
		PM	F	F	150.0
	SBL	AM	F	E	130.0
		PM	F	E	150.0
	HCM LOS	AM	E	-	130.0
		PM	F	-	150.0
3 - MISSION RD. @ DRIVEWAY	EBL	AM	F	-	93.3
PM		F	-	102.8	
4 - SR-78 WB ON RAMP @ NORDAHL RD.	NBL	AM	-	-	100.0
PM		E	-	120.0	
5 - SR-78 EB OFF RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
		PM	-	-	120.0
6 - MISSION @ NORDAHL RD.	EBL	AM	E	-	100.0
		PM	E	E	120.0
	WBR	AM	E	E	120.0
		PM	E	E	120.0
	NBL	AM	F	E	100.0
		PM	F	-	120.0
SBL	AM	F	-	100.0	
7 - COUNTRY CLUB DR. @ AUTO PARK WAY	EBL	AM	F	E	89.2
		PM	E	-	79.1
8 - W. 9TH AVE. @ VALLEY PKWY.	EBL	AM	F	E	93.1
		PM	F	E	91.3
	WBL	AM	E	-	91.3
		PM	E	-	91.3
	NBL	AM	F	-	93.1
		PM	F	-	91.3
	SBL	AM	F	-	93.1
		PM	F	E	91.3
9 - VALLEY PKWY. @ AUTO PARK WAY	NBL	PM	E	-	
	SBL	PM	E	F	80.0
	SBT	PM	F	F	
10 - VALLEY PKWY. @ I-15 SB RAMPS	EBL	AM	E	-	
		PM	E	F	
	EBT	AM	F	F	
		PM	F	F	
	WBL	AM	E	-	120.0
		PM	E	-	
NBT	PM	-	E		
HCM LOS	PM	E	-		
11 - VALLEY PKWY. @ I-15 NB RAMPS	ALL MOVEMENTS PASS	AM	-	-	
	EBL	PM	E	-	105.0
	WBT	PM	E	E	
17 - HARMONY GROVE RD. @ COUNTRY CLUB DR.	WBL	AM	E	-	91.2
		PM	-	-	68.2
18 - HARMONY GROVE RD. @ KAUNA LOA DR. (Stop Control)	WBT	AM	F	F	AVG DELAY 34.0
		PM	F	F	AVG DELAY 84.6

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Table D - SUMMARY OF APPENDIX I: EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT INTERSECTIONS ANALYZED					
Intersection	Movement	EXISTING+ CUMULATIVE PROJECTS + PROJECT			Actuated Cycle Length(s)
		PEAK HOUR	LOS	APPROACH LOS	
1 - S. TWIN OAKS VALLEY RD. & DISCOVERY ST. @ E. BARHAM DR.	EBL	AM	F	F	140.0
		PM	F	F	150.0
	WBL	AM	E	F	140.0
		PM	F	F	150.0
	WBT	AM	F	F	140.0
		PM	F	F	150.0
	WBR	PM	F	F	150.0
		AM	F	F	140.0
	NBL	PM	F	F	150.0
		AM	F	F	140.0
	NBT	PM	F	F	150.0
		AM	F	F	140.0
	SBL	PM	F	F	150.0
		AM	F	F	140.0
SBR	AM	F	F	140.0	
	HCM LOS	AM	F	-	140.0
		PM	F	-	150.0
	EBL	AM	F	E	130.0
PM		F	F	150.0	
2 - BARHAM DR. @ WOODLAND PKWY.	EBT	AM	-	E	130.0
		PM	F	F	150.0
WBT	AM	F	F	130.0	
	PM	F	F	150.0	
SBL	AM	F	E	130.0	
	PM	F	E	150.0	
HCM LOS	AM	E	-	130.0	
	PM	F	-	150.0	
3 - MISSION RD. @ DRIVEWAY	AM	F	-	93.4	
	PM	F	-	102.8	
4 - SR-78 WB ON RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
	NBL	PM	E	-	120.0
5 - SR-78 EB OFF RAMP @ NORDAHL RD.	ALL MOVEMENTS PASS	AM	-	-	100.0
6 - MISSION @ NORDAHL RD.	EBL	AM	E	-	100.0
		AM	E	-	100.0
	WBL	PM	E	E	120.0
		PM	E	E	120.0
	NBL	AM	F	E	100.0
		PM	F	E	120.0
	SBL	AM	F	-	100.0
	7 - COUNTRY CLUB DR. @ AUTO PARK WAY	EBL	AM	F	F
EBL		PM	F	F	79.0
SBL		PM	E	-	79.0
8 - W. 9TH AVE. @ VALLEY PKWY.	EBL	AM	F	E	93.4
		PM	F	E	91.6
	WBL	AM	E	-	93.4
		PM	E	-	91.6
	NBL	AM	F	-	93.4
		PM	F	-	91.6
	SBL	AM	F	-	93.4
		PM	F	E	91.6
9 - VALLEY PKWY. @ AUTO PARK WAY	NBL	PM	E	-	
	SBL	PM	E	F	80.0
	SBT	PM	F	F	
10 - VALLEY PKWY. @ I-15 SB RAMPS	EBL	AM	F	-	
		PM	E	F	
	EBT	PM	F	F	120.0
		WBL	PM	E	-
	NBT	PM	-	E	
	NBR	PM	E	-	
11 - VALLEY PKWY. @ I-15 NB RAMPS	ALL MOVEMENTS PASS	AM	-	-	
	EBL	PM	E	-	105.0
	WBT	PM	E	E	
17 - HARMONY GROVE RD. @ COUNTRY CLUB DR.	WBL	AM	E	-	91.3
	ALL MOVEMENTS PASS	PM	-	-	68.6
18 - HARMONY GROVE RD. @ KAUNA LOA DR. (Stop Control)	WBT	AM	F	F	AVG DELAY 44.1
		PM	F	F	AVG DELAY 99.6

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Table E - SUMMARY OF AM AND PM ACTUATED CYCLE LENGTH(S) FOR THE INTERSECTIONS ANALYZED								
Intersection	EXISTING		EXISTING + PROJECT		EXISTING + CUMULATIVE PROJECTS		EXISTING+ CUMULATIVE PROJECTS + PROJECT	
	PEAK HOUR	Actuated Cycle Length(s)	PEAK HOUR	Actuated Cycle Length(s)	PEAK HOUR	Actuated Cycle Length(s)	PEAK HOUR	Actuated Cycle Length(s)
1 - S. TWIN OAKS VALLEY RD. & DISCOVERY ST. @ E. BARHAM DR.	AM	74.7	AM	74.8	AM	140.0	AM	140.0
	PM	103.2	PM	103.2	PM	150.0	PM	150.0
2 - BARHAM DR. @ WOODLAND PKWY.	PM	55.6	AM	55.6	AM	130.0	AM	130.0
	AM	64.0	PM	64.2	PM	150.0	PM	150.0
3 - MISSION RD. @ DRIVEWAY	AM	77.3	AM	77.4	AM	93.4	AM	93.4
	PM	75.6	PM	75.6	PM	102.8	PM	102.8
4 - SR-78 WB ON RAMP @ NORDAHL RD.	AM	100.0	AM	100.0	AM	100.0	AM	100.0
	PM	100.0	PM	100.0	PM	120.0	PM	120.0
5 - SR-78 EB OFF RAMP @ NORDAHL RD.	AM	100.0	AM	100.0	AM	100.0	AM	100.0
	PM	100.0	PM	100.0	PM	120.0	PM	120.0
6 - MISSION @ NORDAHL RD.	AM	100.0	AM	100.0	AM	100.0	AM	100.0
	PM	100.0	PM	100.0	PM	120.0	PM	120.0
7 - COUNTRY CLUB DR. @ AUTO PARK WAY	AM	58.1	AM	60.5	AM	89.2	AM	89.3
	PM	57.3	PM	58.5	PM	79.1	PM	79.0
8 - W. 9TH AVE. @ VALLEY PKWY.	AM	78.1	AM	77.3	AM	93.1	AM	93.4
	PM	79.0	PM	79.2	PM	91.3	PM	91.6
9 - VALLEY PKWY. @ AUTO PARK WAY	AM	100.0	AM	100.0	AM	100.0	AM	100.0
	PM	80.0	PM	80.0	PM	80.0	PM	80.0
10 - VALLEY PKWY. @ I-15 SB RAMPS	AM	120.0	AM	120.0	AM	120.0	AM	120.0
	PM	120.0	PM	120.0	PM	120.0	PM	120.0
11 - VALLEY PKWY. @ I-15 NB RAMPS	AM	105.0	AM	105.0	AM	105.0	AM	105.0
	PM	105.0	PM	105.0	PM	105.0	PM	105.0
17 - HARMONY GROVE RD. @ COUNTRY CLUB DR.	AM	66.3	AM	66.6	AM	91.2	AM	91.3
	PM	32.2	PM	32.6	PM	68.2	PM	68.6

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Review of Fire Protection Plan (March 12, 2015) for Viliano Development

June 15, 2015

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RE: Valiano Specific Plan PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002 (The Valiano project by Integral Communities located in Eden Valley and Harmony Grove)

These comments are provided on behalf of the Elfin Forest/Harmony Grove Town Council

Review of Fire Protection Plan (March 12, 2015) for Viliano development

L-1 The Fire Protection Plan (12 March 2015) (FPP) applied models of fire behavior (BehavePlus 5.0.5) to develop standards for the construction, setbacks, and treatment of fuels for the proposed Valiano development. It developed a "potential menu of requirements" and some recommended standards based on local fire codes and worst-case regional weather conditions, consistent with FPP content requirements and County guidelines. It complies with the requirement of local and state government with regard to a permit application for development to minimize structural ignitions within the new development, and for providing access by emergency responders to suppress a structural or vegetation fire within the development itself. It provides for 150-foot fuel treatment zones, based on estimated flame lengths from expected tall shrub fires.

L-2 However, it does not address the increased fire danger posed for the entire community outside the development. The FPP recognizes that the Valiano project will result in increased risk of fire (FPP p. 13), but only the protection of new Valiano homes is addressed. "As the density of structures and the number of residents in the [wildland-urban] interface increases, potential ignition sources will multiply and [potential for] a large wildfire occurrences increases." The Elfin Forest/Harmony Grove area is hazardous as a trap for fire, for smoke, and for impeded evacuation.

L-3a The Valiano proposed development is located in a Very High Fire Hazard Severity zone (see map; areas mapped as moderate hazard were probably assumed to be irrigated). The area has significant fire history. See the attached map of fires of at least 5 acres in size; this map does not include the approximately 24 vegetation fires per year extinguished by the San Marcos Fire Department (FPP page 13) and which were not large enough to become part of the CalFire database (see map). The fact that, before the Cocos fire, no "large fire" (FPP page 13) had been recorded in the vicinity in the past 50 years,

L-3b is only evidence that the local vicinity is next in line to burn (see work of R. Minnich correlating fire hazard with vegetation stand age). Furthermore, the FPP mentions existing and past agricultural activity (irrigated groves) as the reason for the lack of recent fire history, but these groves are now dead and a fire hazard. This statement about lack of fire history does not acknowledge adjacent native vegetation in a mature condition, which indeed was set aflame in the Cocos fire. Please refer to the attached maps of the Cocos fire and fire history. All areas with native or unirrigated vegetation are expected to burn in the coming decades (See FPP map page 14).

L-4a The models applied in the FPP are for a uniform fire approaching a structure, and what can be done to mitigate possible fire damage by applying fire safe construction, buffered fuels, and firefighter access by optimizing response times and access for fire apparatus. The FPP applied regional worst-case fire

L-1 Comment noted. The comment is not at variance with the environmental document.

L-2 The commenter is concerned with fire safety including evacuation for the entire community. See Topical Response: Fire/Evacuations and Response K-65.

L-3a Comment noted. The comment is not at variance with the environmental document. No further response is necessary.

L-3b The analysis ensures that established fire codes of local fire agency are followed and mitigation measures are proposed to ensure that wildfires do not create fire safety and welfare concerns for the residents and visitors of the Project and the surrounding areas. Also Response I-59.
The FPP (Appendix L of the Final EIR), in Section 1.4.2 and 1.4.4, addressed this comment with inclusion of information about the Cocos Fire and that it did burn a large portion of the avocado grove and surrounding mature native fuels. It also establishes that the Valiano HOA would have responsibility for management of these orchard areas, and that the SMFD would have the authority to remove them if they become unmanaged or die.

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Review of Fire Protection Plan (March 12, 2015) for Viliano Development

L-4a cont. scenarios in compliance with County guidelines in order to estimate the benefit of buffer distances, fuel treatment, and firesafe construction in the development. The scenarios included a typical summer day, a Santa Ana condition, and a peak-gust Santa Ana condition. All assumed fuels composed of tall shrubs (the sh7 fuel model cited). The fire behavior calculations in the FPP added assumptions for more extreme fire conditions than those required by county FPP report content, and more extreme than those used by the San Marcos Fire Department in their Community Wildfire Protection Plan. While these are regionally important and facilitate a demonstration of the benefit of fuel treatment in protection of the new homes, the approach is not designed to evaluate the fire safety of the community at large.

L-4b

L-4c Moreover, the road width considerations are designed to provide access to firefighting equipment to fires within the development, but not to address the loss of firefighting capability during a regional fire siege as has occurred three times since 2003, nor address people needing shelter or to leave the area during dangerous fire conditions when suppression resources are unable to keep pace with eminent danger.

L-4d

L-5a Problem fire scenarios described in the FPP were regional in nature and not local to the Valiano development. For example, two of the scenarios considered, Santa Ana and Santa Anas with extreme gusts, are with winds coming from the north and northeast. Santa Ana winds generally overtop the valley, and fire danger occurs with the collapse of the Santa Anas and upcanyon or southwest winds replace the northeast winds, such as when winds lay down and shift direction overnight. Since there is little fuel connectivity to the north and east of the valley; the FPP properly recognized that the primary problem posed by the Santa Anas would be embers flying into the valley from distant fires (up to two miles or more away). However, the fire planners did not consider the reality of the Santa Ana condition in the evening when winds shift to come from the south and west up canyon. This scenario can use the canyon systems and slopes as fuses to carry the fire back to towards the Elfin Forest/Harmony Grove area; moreover, this is where the most hazardous fuel condition exists. The models should represent where the fuels are located adjacent to the development, even under moderate conditions.

L-5b

L-5c

L-5d

L-6a Here are some of the real problem scenarios for Elfin Forest/Harmony Grove: Another fire storm like in 2003, 2007, 2014, with suppression units deployed all over the county. People must evacuate or take shelter by themselves with suppression resources challenged and triaged across the region. Suppression resources are coming from national sources. Embers are entering the community from fires elsewhere burning to the north and northeast. Embers are landing on the planned open space and corridors of the development, or any burnable structure or dry landscape. In the evening when Santa Ana winds die down and become up-canyon winds, the community is threatened by fire from the south and southwest due to extremely dry vegetation and stretched suppression resources, with blocked exits.

L-6b

L-6c

L-7a The FPP recognized that the most hazardous vegetation loading on the west and southwest exposure of the development. The Cocos fire was fueled by this vegetation. While the Cocos fire is mentioned (it occurred about two years after the initial site visit by fire planners), it is not considered or modeled except for fuel treatment for new homes where the heavy fuels occurred. It was not an extreme Santa Ana fire. Cocos traveled from West to East. Winds were not extreme based on the closest RAWS (fire weather station) for which we could find a record (Valley Center RAWS 15 mph – this should be compared to records of the local fire department) (please refer to map). Relative humidity was extremely dry (4%). The Burn Index was high (131). The Energy Release Component (ERC) was a moderately high 75 (proportion live/dead fuel moisture by size class of fuel and a measure of the expected heat of flaming fire front). This ERC probably reflected the late spring time of year. Unseasonal

L-7b

L-4a Comment noted. The comment is not at variance with the environmental document. No further response is necessary.

L-4b Comment noted. The comment is not at variance with the environmental document. No further response is necessary.

L-4c The commenter is concerned with the fire safety of the community at large and the loss of firefighting capability during a regional fire. See Responses I-59, K-184 and K-199.

L-4d The FPP was revised to address this comment with information in Section 4.9 about evacuation and services available when asked to evacuate the area. There have been great advancements in evacuation procedures after the regional fire sieges of 2003; for example, notifications to evacuate by way of the reverse 911 system. There are many other programs available to inform and prepare residents for emergency evacuations through such programs as AlertSanDiego and other County emergency operation sources. See Topical Response: Fire/Evacuations.

L-5a The assumptions for worst-case scenarios are based on extreme weather conditions, including historic Santa Ana winds, which prevail primarily from the north to northeast. For the calculation of fire behavior parameters, these winds (using 60 MPH as extreme) have been recorded in these areas during worst-case scenarios.

L-5b See Response L-5a. Also, for clarification, it is recognized that the shift in direction of winds during the night can occur (and did occur during the Cocos Fire). However, it is important to understand the regional implications of strong erratic winds from the north and northeast for both source and nature during a fire siege.

L-5c Incident Management includes fire behavior specialists who predict and document in Incident Action Plans the appropriate operation plans for an incident. These fire behavior plans predict unusual winds and other factors which may affect fire fighting operations. This would include unusual winds (e.g., Santa Ana winds) and expected normal up canyon or down canyon winds.

The FPP addressed this matter by developing scenarios with both worst-case weather conditions and prevailing winds conditions. These scenarios developed in the FPP would provide fire planners expected fire behavior and fire parameters (rate of spread, fire intensity, and flame lengths) to be expected in the event of a wildfire in this specific area.

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- L-5d The FPP recognized where the most hazardous fuels exist. With the redundant layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes, these features provide significant fire protection and communities are less vulnerable to wildfire, with the ignition of the most hazardous fuels.
- L-6a The commenter is concerned with evacuation for the community at large and firefighting capacity during regional fires. See Responses I-47 and K-184.
- L-6b The FPP recognized that embers would be the greatest risk and potential impact to the Project. See Response L-5d.
- L-6c With the redundant layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes, there is significant assurance that the Valiano Project would not be the source and ignition point for a fire. The important point and lesson to learn with this comment is that creating a fire-safe environment with proven vegetative modification, ignition-resistant structure protection would greatly influence the safety and protection of communities in the path of a wildfire no matter which way a fire is moving. Also see Topical Response: Fire/Evacuations, K-184 and K-199.
- L-7a Comment noted. The comment is not at variance with the environmental document. No further response is required.
- L-7b The Cocos Fire was a disastrous fire and with different weather conditions than the FPP assumptions used to calculate fire behavior parameters for a worst-case scenario. The use of the more extreme assumptions in the FPP were used to provide the fuel modifications and other enhanced mitigations to ensure the greatest protection to structures within the Project.

COMMENTS

RESPONSES

Review of Fire Protection Plan (March 12, 2015) for Viliano Development

- L-7b cont. dryness and drought condition of vegetation plus low humidities resulted in hazardous fire conditions more than winds. The first evacuations were ordered a little over an hour into the fire, with continued expansion of evacuation orders for the next 24 hours or so. A little over 4 hours into the fire it was demonstrating, according to the After Action Report, “extreme fire behavior, spotting, and critical rate of spread.” It was 500 acres at that time, and spreading by spotting and its own fire-generated weather system. Consequences: Burned 1,995 acres; 36 homes lost; \$10MM in damages; **51,000 were called to evacuate**; 164 fire engines; 27 hand crews; 11 dozers; 15 aircraft; 1,300 personnel.
- L-7c While the FPP mentions the critical fire scenario of embers spotting from fires distant from the proposed development; it does not carry this forward except to require ember-resistant construction features in the new homes, sprinklers on homes, and the removal of unirrigated vegetation. Embers are likely from chaparral, coastal sage, eucalyptus, and riparian vegetation two miles or more from development, or within the development and a fire start from an ember can be from anywhere in the valley.
- Fire planners should:
- L-8 • Consider whole valley community fire scenarios.
 - L-9 • An area/community fire plan should be completed with boundaries defined that are more logical for fire management than an individual cluster of homes.
 - L-10 • A community safety zone should be planned to take people and horses to as evacuation routes may be clogged.
 - L-11 • Model other problem fire scenarios including fine fuels (the areas mapped as non-native grass) for rate of spread in relation to people and evacuation. These were left out of the modeling because they do not relate to structural fire protection, for which the extreme heat and flame lengths of a shrub fire were used. Fine fuels (less than ¼ inch as in grassy vegetation) directly relate to the speed of a wildfire. Such fires spread faster than shrub fires, and are more likely to result in entrapment of firefighters or residents. Such fire scenarios should be used for evacuation and suppression planning.
 - L-12 • Represent the likelihood of embers from distant fires landing on dry vegetation and igniting fire from anywhere within the community.
 - L-13 • Analyze moderate to high hazard fires from the southwest (Escondido Creek) and west (dead avocado grove and adjacent chaparral – Cocos fire). The moderate condition fires are instructive due to connectivity of fuels in that direction, and there is a higher chance that preemptive fuel treatment and suppression planning could prevent a moderate fire from becoming catastrophic, and perhaps minimize the need to evacuate.
 - L-14 • Remove the consideration of irrigated agricultural groves from fuel model assumptions.
 - L-15 • Consider recommending community restriction on days when Burn Indices or ERC’s in a condition where almost anything will start a fire due to extreme dryness of fuels and low relative humidities, gusts (e.g. red flag days). No construction activity, no generator use in vegetation, no spark-producing equipment use in vegetation, no smoking, etc. There is a lost opportunity to predict problem fire scenarios based on RAWs indices, and reduce risk of ignitions by restricting use of outdoor ignitions.
 - L-16 • Provide for small/large animal evacuation.
 - L-17 • Analyze evacuation choke points mentioned by other reviewers.

- L-7c The commenter is concerned with fire starts from embers that could be located anywhere in the valley. The FPP recognized that embers would be the greatest risk and potential impact to the Project. See Responses K-190 and L-5d. The measures described in the responses listed and the FPP would provide significant protection from ember fire starts anywhere in the valley.
- L-8 The FPP evaluated the consistency of the Proposed Project with applicable fire protection regulations. It considered the property location, topography, geology, combustible vegetation (fuel types), climatic conditions, and fire history. It considers water supply, access, structure ignitability, fire resistive building materials for residential structures, technical guidance for protection of commercial structures, fire protection systems and equipment, impacts to existing emergency services, defensible space, and vegetation management for the Project site. See Response I-59.
- L-9 The commenter requests that a regional fire plan be prepared. See Response L-8.
- L-10 Evacuations are fluid operations. There are safety zones available on-site and off-site, but it is advisable to perform this through the notification procedures by the Sheriff’s Department (a member and part of the Incident Command). Also see Response I-62.
- L-11 The commenter is concerned that the FPP did not account for fine fuels (non-native grass) in the modeling. The fuel modeling program used to calculate fire behavior parameters accounts for these factors.
- L-12 The FPP recognized that fire embers are the greatest risk for starting a fire in the area; see Response I-59.
- L-13 The commenter requests that the FPP analyze moderate to high hazard fires from the southwest and west. As stated in Response L-5c, the FPP addressed this matter by developing scenarios with both worst-case weather conditions (Santa Ana winds) and normal prevailing wind conditions (normal southwest to west winds along with up and down canyon winds). These scenarios provide fire planners anticipated fire behavior and fire parameters (rate of spread, fire intensity, and flame

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- L-13 cont. lengths) expected in the event of a wildfire in this specific area. This also provides Incident Command responding to a wildfire in the area with calculated potential fire behavior and fire behavior parameters for fire suppression planning strategies and tactical decisions.
- L-14 The commenter requests that the fuel model assumption in the FPP be revised to remove the consideration of irrigated agricultural groves. Section 3.1 of the FPP was revised to clarify this comment with minor revisions to fire behavior modeling.
- L-15 The Energy Release Component (ERC) provides a relative index of the amount of heat (in BTUs) per unit area (sq. ft.) within the flaming front at the head of a fire, and is very sensitive to fuel model characteristics (e.g., fuel loading, compaction, particle size, heat of combustion and mineral content). Burning Index relates the potential amount of effort needed to contain a single fire in a particular fuel type. Burning Index and ERCs are fuel model dependent. Burning indices and ERCs are used by local fire departments for determining the potential worst-case burning conditions for the current day, while forecasted indices show predicted worst-case burning conditions for the following day. These are used for recommended restrictions and red flag days.
- The FPP used computer models to calculate fire behavior parameters (e.g., rate of spread, fireline intensity, and flame length, using fuel model characteristics and local weather data). These calculated fire parameters were key for fuel modification and enhanced mitigation requirements for the Project.
- L-16 The commenter requests that there be provisions for the evacuation of small/large animals. See Response I-62.
- L-17 See Topical Response: Fire/Evacuations. It is important to remember that all routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency.

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Review of Fire Protection Plan (March 12, 2015) for Viliano Development

- L-18 Consider the cumulative effects of increased fire ignition risk and on evacuation of this development, plus the 742 units at HG Village, plus other future development.
- Other comments:
- L-19 Sprinklered homes only address spots that can be wetted. They do not address key fire issues for the community, only the house with the sprinklers. They do not address evacuation and burning vegetation, or smoke concentration in the valley.
 - L-20 The 150 ft of fuel modification should not be waived. An assumption of irrigated crops or landscapes should not be accepted when on adjacent and contiguous lands not controlled by the development. The Valiano project proposes encroachment into neighboring lands for fuel modification.
 - L-21 The staffing of fire department, such as teaming with Rancho Santa Fe and mutual aid from Escondido fire departments, is again designed for structural fire protection such as for individual homes, and is not a community- or whole valley-level fire strategy for fires at the scale of the Cocos fire.
 - L-22 The need for fire-barrier walls, impacts to vegetation and wildlife, wide roads are all out of character for current local residents of a rural community.
 - L-23 No assumption of irrigation should play into the fire behavior models or in any of the fire planning.
 - L-24 No California sagebrush, buckwheat, or black sage is permitted in fuel treatment zones. These are species the federally threatened California gnatcatcher depends on, so may need to consultation may be needed with USFWS on habitat loss. Fuel treatment should be limited to fall/winter due to breeding season restriction under the Migratory Bird Treaty Act.
 - L-25 Distances to fire station not realistic as to drive time.
 - L-26 Steep slopes will carry a fire rapidly uphill if started in EF/HG. This is liability to neighboring communities of a fire start within this development.
 - L-27 The report makes RPO findings for RPO wetland impacts. The second bullet on Page 30 doesn't make sense. Perhaps it says southeast corner of Neighborhood 2 by mistake, and should say northeast corner instead, but I am concerned that the finding was made to fit the project, rather than the project designed to meet the finding. The words "circulation element" which usually is a General Plan term to identify roads important to County infrastructure, is used in the justification. It may be used here to described project circulation and maybe the lack of capitalization is the way they are not claiming it as a General Plan mandated road.
 - L-28 The project impacts the drainages and wetland areas with multiple road crossings to make the project work and get access to all flat areas. This may impact local corridors for wildlife.
 - L-29 Habitat fragmentation, created by the multiple road crossing of drainages and riparian areas is not addressed.
 - L-30 While the project IDs a cumulative impact to raptor foraging and grasshopper sparrow the project mitigates for project impacts alone which doesn't offset cumulative impacts. Typically mitigation in excess of project mitigation is required to offset cumulative effects.
 - L-31 There is consideration of oak woodland buffers but they are not explicitly illustrated so one has to take it on faith the analysis is correct despite there being many places in Figure 11a and 11b where development is close to oak trees.

- L-18 The commenter requests that cumulative effects related to increased fire ignition risk and evacuation be considered. See Responses I-47 and I-59.
- L-19 All new construction of dwellings shall be sprinklered by code. See Topical Response: Fire/Evacuations regarding evacuation; see Response L-8 regarding the burning vegetation. Smoke concentrations from a wildfire would be communicated to the community through local media and other communication tools, such as reverse 911.
- L-20 The FPP evaluated the level of fire hazard that would affect or be caused by the proposed Project, and includes proposed mitigation to eliminate or minimize that hazard, including enhanced mitigation requirements. The Project would not require acquisition of a recorded easement from adjacent properties to meet fuel modification requirements. As such, all landscaping and/or irrigated crops assumed under the fire modeling would be under the control of the Valiano HOA.
- L-21 The commenter requests that the staffing of fire personnel should be at the community level and not at the project level. See Responses K-184 and K-199.
- L-22 There would be limited use of fire deflector walls; see Response I-59 regarding fire safety. Also see Response K-107 for community character.
- L-23 The commenter requests that assumptions of irrigation should not be included in the fire behavior modeling. See Responses K-201 and L-14.
- L-24 Fire code requires that highly flammable/undesirable vegetation shall be removed from the entire Project site (see Appendix B of the FPP). This is especially true with sagebrush, buckwheat and black sage.
In addition, coordination with the USFWS and CDFW on impacts to Diegan coastal sage scrub has occurred and the Project is proposing mitigation commensurate with County and Resource Agency requirements. Implementation of brush management within the fuel modification zones would be contracted out by the HOA. Project implementation would remove all sage scrub habitat occurring within the development area, including the fuel modification zones, totaling 0.2 acre of sage scrub. Coastal sage scrub would not be planted within the fuel modification zones or otherwise subject to fuel modification.
- L-25 The commenter states that distances to fire stations are not realistic to drive times. See Response I-55.
- L-26 The FPP includes restrictions on specific building materials and methods suitable for building in high fire hazard severity zones as identified by CAL FIRE (even though the Project is located in a Moderate fire hazard zone within the San Marcos Fire Protection Zone Map) and identifies

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- L-26 cont. a series of other items such as minimum water supplies, automatic fire extinguishing systems (interior sprinklers for all homes and enhances extinguishing systems/sprinklers for identified structures along the Project perimeter) and roadway widths. Overall, the development includes a layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes and result in communities that are less vulnerable to wildfire.
- L-27 The site plan has been redesigned to remove the road crossing in this location.
- L-28 See Response K-32 regarding wildlife movement. The Project avoids the majority of wetland habitat on site. Regarding road crossing and wildlife movement, roads within the Project site have posted speed limits of 25 mph and this low speed limit would lessen the likelihood of wildlife being hit. Most sensitive species document on site are birds, which are less likely to be hit by vehicles. In addition, the southernmost entrance road into Neighborhood 5 would include a con-span bridge that would allow for local movement of aquatic and terrestrial species between the on-site and off-site open space.
- L-29 Biological open space on site is for avoidance, not mitigation, and as such is not required to be connected. The preservation area on site is impact neutral. The habitat would not be fragmented as detailed in Response K-32. In addition, a road and several lots have been eliminated from the riparian area. See Response K-45 for details.
- L-30 Mitigation is proposed in accordance with County guidelines. The mitigation ratios established by the County guidelines are intended to mitigate for direct and cumulative impacts.
- L-31 The analysis was conducted pursuant to County guidelines, and a corresponding figure added to the Final EIR (Figure 2.4-5c).

COMMENTS

RESPONSES

Review of Fire Protection Plan (March 12, 2015) for Viliano Development

- L-32 {
 - Wetland mitigation is expected at the San Luis Rey Mitigation Bank in Oceanside. While the bank may have a service area that extends to this project, it is not in the same watershed, and not within the unincorporated area. The County and other agencies may object to that location.
- Summary:
- L-33 {
 - The fire mitigation proposed is completely about protection of structures of the new development, and of improving structural response time to five minutes by using a fire station in the HG Village for the new development. The FPP is a very site-specific plan. It does not address the increased danger to the surrounding community of fire ignitions due to the new numbers and density of people, only to the development itself. An area fire plan and community safety zone should be planned.
- L-34 {
 - Since the project would increase the risk of fire for the whole Elfin Forest/Harmony Grove community, as well set up a fire and smoke trap for residents due to impossible evacuation conditions, the project proponent should be required to employ more useful models for planning the fire protection of the whole valley rather than the new development alone. Such community protection is more strategic, and more likely to protect lives, animals, and property. It might use moderate -- high scenarios based on the where unirrigated vegetation currently exists (including the now-dry groves).
- L-35 {
 - The very real repeat of a fire like the 2014 Cocos fire should be analyzed for evacuation of people and animals.
- L-36 {
 - Part of the value to the rural community is the adjacency of native vegetation and wildlife; the need for fuel treatment and evacuation/shelter planning should be at a more consequential scale: that of the entire valley, rather than individual homes of the new development.
- L-37 {
 - Should add community-level fire predictive service for hazardous fire conditions such as Red Flag days when almost any ignition will start a spreading fire, and restrict certain activities during this time.
- L-38 {
 - Fire planners should be required to address problem fire scenarios for Elfin Forest/Harmony Grove as a whole, because the Valiano project in and of itself increases the risk of harm from fire for the entire valley.
- L-39a {
 - There is inadequate traffic planning, especially considering the scale of evacuation and sheltering required, as demonstrated by recent experience in the Cocos fire, during which **51,000 were called to evacuate** within about 24 hours of the fire start. The first evacuations were called for in about an hour from fire start. The cumulative impacts on fire safety and evacuation should be analyzed of the HGV development, the possible Citracado extension, with the most likely fire scenario coming from the south and west (if from the north/northeast, would most likely be embers with random start points). Consideration should be given that evacuation would be forced to Highway 78 via Country Club Road.
- L-39b {
- L-39c {
- L-40 {
 - There is inadequate consideration of the need to get large animals evacuated. Over 50% of existing 80 residences have horses and large animals which require tow vehicle/trailer combinations that can quickly clog escape routes and create dangerous congestion and route blockage.

- L-32 Comment noted. The mitigation measures state that mitigation for impacts to these areas would occur at the San Luis Rey Mitigation Bank or other location deemed acceptable by the County and Regulatory Agencies.
- L-33 The commenter states that a regional fire plan and community safety zone should be planned. Also see Responses I-55, I-59, K-184 and K-199.
- L-34 The commenter is concerned with fire safety for the community at large and requests a regional analysis. See Responses I-59 and L-8.
- L-35 The commenter requests that the FPP analyze the 2014 Cocos fire for evacuation of people and animals. See Topical Response: Fire/Evacuations and Response K-59.
- L-36 The commenter requests that the FPP be prepared at a regional level. See Response I-59 and L-8.
- L-37 The responsibility of predictive services are provided by SMFD and other County emergency services (e.g., the AlertSanDiego organization). Also see Response L-15.
- L-38 The commenter requests that the FPP be prepared at a regional level. See Response I-59 and L-8.
- L-39a The commenter is concerned with traffic planning as it relates to evacuation. See Topical Response: Fire/Evacuations.
- L-39b The commenter requests that the cumulative analysis consider the HGV development, and the possible Citracado extension. See Topical Response: Fire/Evacuations.
- L-39c The commenter requests that consideration be given that evacuation would be forced to State Route 78 via Country Club Drive. See Topical Response: Fire/Evacuations.
- L-40 The commenter is concerned with the evacuation of large animals. See Response I-62.

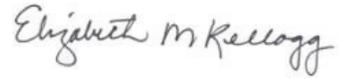
If you have any questions, please contact me at liz@tierradata.com or 760-749-2247.

COMMENTS

RESPONSES

Review of Fire Protection Plan (March 12, 2015) for Viliano Development

Sincerely,



Elizabeth M. Kellogg
President

COMMENTS

RESPONSES

From: [Doug Dill](#)
To: [Ehsan, Beth](#)
Cc: [Sibbet, David](#)
Subject: Valiano DEIR Comments ? June 11th SDPG meeting
Date: Friday, June 12, 2015 1:26:41 PM

The motion at last night's SDPG meeting to approve submitting the comments below to the Proposed Valiano General Plan Amendment (GPA) Project – SP13-001, GPA13-001, STP13-003, TM5575, REZ13-001, ER13-08-002 Draft Environmental Impact Report (DEIR).
Vote: 9 -YES, 0- No, Abstain: 1 (L. Jones)
Absent SDPG members: B. Liska
Vacant SDPG seats: 4

**San Dieguito Planning Group
June 11, 2015 Meeting**

Agenda Item 6H –Comments to Proposed Valiano General Plan Amendment (GPA) Project – SP13-001, GPA13-001, STP13-003, TM5575, REZ13-001, ER13-08-002 Draft Environmental Impact Report (DEIR).

San Dieguito Planning Group comments to the Valiano DEIR covers the following key Land Use points:

- Inconsistencies with the Community Plan
- Inconsistencies with the General Plan
- Project Alternatives
- Justification for the GPA

The DEIR does not adequately analyze several important aspects of impacts on the community, as summarized below.

LAND USE – Inconsistent with the Community Plan

The DEIR falls short on analysis to the impacts on community character.

DEIR section 1.6: The Valiano project is inconsistent with the Harmony Grove Community Plan **Policy LU-2.2.1.**

From the EFHG CP: *“Issue LU-2.2. Several agricultural operations are finding that limits to their operations are leading them to consider re-zoning and re-development in the near future. In addition, non-resident land speculators have purchased local undeveloped land in the hopes that higher density will be adopted by the Board of Supervisors through General Plan Amendments. Development of these parcels outside the proposed Harmony Grove Village Boundary (refer to Figure 3) with an urban, clustered, or suburban design threatens the continued existence of the rural residential and equestrian character of Elfin Forest / Harmony Grove.*

Goal LU-2.2 Preservation of the lifestyle of the rural resident while accommodating growth.

Policy LU-2.2.1 Ensure that the number of urban residences does not greatly exceed that of the rural

M-1 The comment is introductory in nature and detailed responses are provided below.

M-2a The County’s General Plan is a planning document which seeks to implement the County’s planning principles and goals across a broad and diverse area. Unincorporated County land encompasses more than 2.3 million acres of diverse environment. This broad area of study cannot encompass each parcel of development and must allow for adjustments to the General Plan to allow properties to conform to the principles and goals of the General Plan as social, economic, and physical conditions within the county change over time. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding parcel planning history and the General Plan.

The Project is consistent with EFHGCP’s intent and goals. Policy LU-1.5.1 specifically allows clustering within the Harmony Grove Community Plan area for the preservation of resources. In addition to Policy LU-1.5.1, Policy LU-1.4 Areas of Change: Development Infill and Intensification refers to infill development of the type the Valiano Specific Plan is proposing. LU-1.4 references the reader to the County of San Diego general plan for guidance on infill development and intensification. The Valiano project’s proposed clustered design preserves 31.2 acres of

COMMENTS

RESPONSES

M-2a
cont.

residences in the greater unincorporated communities of Harmony Grove and Eden Valley.

Although the project's density falls into the semi-rural category, and the project emphasizes semi-rural elements and themes, the project design features closely clustered, suburban homes with the majority allowing no horse keeping. Because the associated **Issue LU-2.2.1** specifically calls out an *“urban, clustered, or suburban design”* as the types of residence this policy is directed toward, and further specifies that this clustered design *“threatens the continued existence of the rural residential and equestrian character of Elfin Forest / Harmony Grove,”* the project's contributions to the urban /rural balance should be calculated and any impacts identified and mitigated.

M-2b

The community plan supplements countywide policies and *“further directs the land uses and development desired to achieve the community's vision.”* (From *“How to Use the Community Plan”*, page 5, EF-HG CP). The vision of the future ideal state of the Harmony Grove community is described in the CP: *“The historic rural habitat is preserved where the Village is surrounded by large-lot rural homes and small, family owned farms and vineyards* that preserve the critical relationships necessary for this environmentally sensitive and balanced green community. *The all-important rural voice is not overwhelmed by the urban voice”* (page 23; italics added for emphasis). The HG CP also clearly defines the Existing Community Character: *“Some of the key elements of the Harmony Grove character and values include one- and two-story single family homes on large (multi-acre) lots; large animal facilities on residential properties; no clustered development; no “cookie-cutter” developments; no walled developments, and no gated communities”* (page 16; italics added for emphasis).

Thus the clear intent of **Policy LU-2.2.1** is to prevent the current Harmony Grove rural residents, identified in this CP as living in large lot equestrian properties, from becoming outnumbered by residents of clustered, small lot, non-equestrian properties. This skewed ratio would create a majority voice for the suburban resident and encourage migration of the original rural equestrian residents out of the community, further eroding the community character and culture. Development according to the current GP yields an urban/rural balance consistent with **Policy LU-2.2.1** (see calculations below). Development according to the Valiano GPA, including counting the project's horse keeping properties as rural residences, still yields a 3 to 1 urban over rural, altering the residential balance that **Policy LU-2.2.1** was designed to protect. This issue and the possible impacts to community character should be studied in the EIR.

M-2c

Comment for EIR section 3.1.4.2: The Valiano project, by its clustered design, is inconsistent with **Policy LU-2.2.1** (see related comments in EIR section 1.6) and thus conflicts with policies designed to protect the environment. Consistency with **Policy LU-2.2.1** preserves the vision of the Harmony Grove community as described in the CP: *“The historic rural habitat is preserved where the Village is surrounded by large-lot rural homes and small, family owned farms and vineyards that preserve the critical relationships necessary for this environmentally sensitive and balanced green community”* (page 23; italics added for emphasis). The project's clustered design significantly reduces the number of large lot properties that would provide opportunities for small, family owned farms and vineyards. The Community Plan's vision is for produce from these small farms to be sold locally in the HG Village center, thus lowering traffic and emissions, contributing to a balanced,

M-2a
cont.

biological open space as well as 35.4 acres of agricultural land which would be preserved through and agricultural easement, therefore the Valiano Specific Plan area is consistent with the intent and goals of the EFHGCP. Should a General Plan Amendment to Semi-Rural 0.5 be approved the project would be consistent with the principles and goals of the County of San Diego General Plan in relation to infill development as well as maintain the rural designation. Therefore the residences proposed within the Specific Plan area cannot be urban in nature and the rural balance is maintained. Further analysis of impacts to the rural/urban balance is not appropriate at this time. Finally, the comment stated concern over lack of horse-keeping properties. Large/market animals are allowed in two Valiano neighborhoods, 3 and 5. Neighborhood 5 is the only Project neighborhood within subarea plan boundaries. Within Neighborhood 5, 33 (over 50 percent) of the lots would allow horses. See also Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-6, G-7, I-3 and I-7.

M-2b

The commenter identifies that based on the Valiano GPA that there would be a yield of 3 to 1 urban over rural, altering the residential balance of Policy LU-2.2.1. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-4, G-6, and I 7.

M-2c

See Responses G-6, K-112, K-113, and K-174e. The proposed 35.4-acre on-site agricultural easement (Response I-69a), as well as the potential for on-site agricultural mitigation/operation on individual lots (Responses K-20 through K-24) would provide potential opportunities for associated produce to be sold locally in the HG Village Center.

COMMENTS

RESPONSES

M-2c cont. green community as described in the CP. The impact of an inconsistency with **Policy LU-2.2.1** of the clustered design on this green environmental balance with agricultural resources should be studied.

M-3 As noted in the Valiano FFP, *“as the density of structures and the number of residents in the interface increases, potential ignition sources will multiply and a large wildfire occurrence increases.”* Consistency with **Policy LU-2.2.1** would significantly lower the number of residents and reduce the potential for human-initiated ignition sources. Consistency with **Policy LU-2.2.1** would avoid or reduce most of the significant impacts associated with the project, including unmitigated aesthetics and air quality impacts; and impacts related to biological resources, cultural resources, noise, paleontological resources, transportation/traffic, hazards and hazardous materials, public services (fire protection), geology and soils. The extent of compliance of the project with **CP Policy LU-2.2.1** and the possible impacts to the local environment of non-compliance with this policy should be studied in the EIR.

M-4 The County position states *“The project’s density falls into the semi-rural category, and the design of the project emphasizes semi-rural elements and themes. Thus the project will not cause urban residences to exceed rural residences.”* is not accurate. The phrase *“emphasizing elements and themes”* is a vague description of what constitutes a rural vs. urban lifestyle compared to the Community Plan which specifically foresaw and put policies in place to define the rural community character.

M-5 Policy CM-10.2.1: *“Require all proposed new development to use septic systems with one septic system per dwelling unit”*. Inconsistent as Valiano GPA to utilize a central sewer system to support the high density small lot suburban development.

F. LAND USE – Inconsistent with the General Plan

M-6a Excerpts (shown in italics) from the current SD County General Plan:
 p. 2-3. *We will continue to avoid or minimize developing in areas susceptible to geologic, wildfire, and flooding risks and we will continue to retain and protect the viability of our woodlands, riparian corridors, and important plant and animal habitats, maintaining the health and viability of declining species.*

This is from the GP Guiding Principal 2, and directs projects located in areas susceptible to wildfires, such as this project site, to have minimal development; the Valiano GPA to allow a several hundred percent up zone would be inconsistent.

M-6b p. 2-9 **Guiding Principle 3 Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.** *As the County continues to grow, it is critical that development be located, scaled, and designed to retain and enhance the qualities that distinguish its communities. Development planning must consider uses; parcel sizes; building form, scale, massing, and architecture; landscapes; and site development practices that are comparable to, or transition with, existing development to ensure that new development “fits” with the community.*

M-3 The Project’s FPP (Appendix L of the EIR) provides information on fuel modification and fire protection of the Plan area: *“The Valiano Specific Plan will adopt fuel modification zones in accordance with the FPP to assure proactive and effective fire prevention. Fire resistant landscape design would provide required buffering while striving to maintain the visual and biological integrity of the native/naturalized plant communities.”* The Project’s FPP identifies requirements for fire protection for future development within the Plan area. Those requirements are incorporated by reference into the Valiano Specific Plan.

Although there is not a direct relationship between Policy LU-2.2.1 and the significant impacts identified for aesthetics in the EIR, the County agrees that implementation of fewer homes would be likely to reduce, even if not wholly avoid, significant visual impacts assessed to the Project. The reduction in density would be visually balanced by the potential for less biological open space and potential ridgeline development associated with pushing development into the northern Project parcel, which is not proposed for residential use under the Proposed Project. This is explored in EIR Chapter 4.0, Alternatives, under the General Plan Density Alternative. That alternative is described as resulting in reduced visual impacts; and corresponding preference for that alternative over the Proposed Project for the issue of visual effects, as stated in the EIR on page 4-9.

The potential variation in environmental effects is addressed for each of the topics listed in the comment, with evaluation as to preference relative to the Proposed Project. No additional review is required.

M-4 See Responses G-6, G-7 and I-7. Although the word “rural” appears many times within the EFHGCP, and some understanding of its meaning can be inferred from the context, there is no official definition of “rural” or “urban” within the EFHGCP. In the absence of such a definition at the Community Plan level, the County must use the General Plan definitions of rural, semi-rural, and urban, which are strictly based on density.

M-5 See Responses G-2, G-3, and G-7.

M-6a The Project site is located in a very high to moderate Fuel Hazard Severity Zone. As described in Response K-65, implementation of the Project would reduce fire hazards for the Project site and surrounding areas. Therefore, the Project would be consistent with the quoted passage by decreasing the area’s susceptibility to wildfires.

M-6b The comment concerns community character, and specifically the clustered design which the commenter identifies as inconsistent with Guiding Principle 3. This issue is discussed in Responses I-7 and I-8.

COMMENTS

RESPONSES

M-6b
cont.

The Project is inconsistent with Guiding Principal 3 because with its clustered design and small lots (as small as 5,000 sq ft), it does not scale development to be comparable with existing large lot development to fit with the rural and estate lot surroundings.

p. 2-11 Guiding Principle 5 Ensure that development accounts for physical constraints and the natural hazards of the land.

New development should be located and designed to protect life and property from these and similar hazards. In high risk areas, development should be prohibited or restricted in type and/or density

M-7

Again, the Project GPA is inconsistent with Guiding Principal 5 because it locates higher density development in a high fire risk area greatly exceeding the density identified and allowed for this area in the current GP.

p. 2-13 Guiding Principle 8 Preserve agriculture as an integral component of the region’s economy, character, and open space network. Permitted densities in prime agricultural areas should be reduced to sustain sufficient parcel size for viable agricultural activities.

M-8

The Project is inconsistent with Guiding Principal 8 because it eliminates 118 multi-acre parcel sizes adequate to maintain small family owned farms, specifically encouraged in the EFHG Community Plan, and preserves only 36.5 acres of avocado grove, for a loss of 84% (202.5 farm land acres) at the project site. In addition, small family owned farms are more conducive to variable agricultural activities than are large acreage, monocrop farms such as an avocado grove.

p. 2-14 Guiding Principle 10 Recognize community and stakeholder interests while striving for consensus. *The residents of San Diego County’s unincorporated communities and rural areas have chosen to live here largely due to its environmental setting of hillsides, valleys, deserts, and agriculture; low-density rural character; absence of congestion and pollution; friendliness of neighbors; and pace of life that contribute to a high quality of life distinct from the urbanized environment of coastal San Diego and adjoining inland areas. As growth continues, development must be managed to protect these assets.*

M-9

The Project is inconsistent with Guiding Principal 10 because it is inconsistent with the Community Character and Community Vision as detailed in the EFHG Community Plan and as such has not yet reached consensus with the greater community interests. The applicant should continue to work with the community to design a development that preserves community goals while accommodating growth.

p. 3-6 Community Development model
The Community Development Model directs the highest intensities and greatest mix of uses to Village areas, while directing lower-intensity uses, such as estate-style residential lots and agricultural operations, to Semi-Rural areas. Semi-Rural areas often function as a transition between the Village and Rural Lands categories, providing opportunities for development, but without the intensity and level of public services expected in Villages and with design approaches that blend the development with the natural landscape. Residential development within Semi-Rural areas is not typically served by municipal sewer systems, but is often served by municipal water systems especially where

M-10

M-7

The comment states that the Project increases density in a high fire risk area. See Response K-65 regarding effects of increased density on fire risk and K-181 regarding the fire hazard level.

M-8

The commenter is concerned with loss of agriculture. See Response I-69a regarding the Project’s agricultural impacts and mitigation, and Response K-24 regarding the infeasibility of on-site mitigation. In addition, as described in Subchapter 2.3 and Appendix D of the EIR, the Project site encompasses approximately 117.4 acres of “active” agricultural use, including 117 acres of avocado orchards and 0.4 acre of apiary use (with portions of these uses impacted by the 2014 wildfire; see Response K-23). Accordingly, the proposed 35.4-acre on-site agricultural easement would result in the loss of approximately 70 percent of the noted on-site agricultural uses, rather than 84 percent as stated in this comment.

M-9

The comment states the Project is inconsistent with community character and has not reached consensus with the community. See Responses G-6, I-7, and I-8 (with specific reference to the EFHGCP allowance of consolidated lots in accordance with LU-1.5.1) regarding the definition of rural and the Project’s rural elements. The developers took input from the community and implemented those comments into the Specific Plan area. Some of the more significant changes from public input include: an increase in equestrian uses and inclusion of an equestrian trail head; reduction in total units; increased open space; removal of walls and gates; and allowance for equestrian properties.

M-10

The comment concerns the Project’s consistency with the community development model and the definition of semi-rural. These issues are discussed in Responses G-6, G-7, I-4, I-7, and I-8. In addition, there are numerous examples of where semi-rural neighborhoods are served by municipal sewer systems, such as Rancho Cielo within the Olivenhain Municipal Water District.

COMMENTS

RESPONSES

M-10
cont.

water-intensive crops such as avocado and citrus are common.

The project does not even mention the local CDM nor its own position in this County-approved development pattern, that is, in the semi-rural periphery defined above as “lower-intensity uses, such as estate-style residential lots and agricultural operations”. The clustered design and small lots are by this definition inconsistent with the placement of the project homes in the semi-rural periphery, and its associated cumulative effects on future development should be studied and mitigated. If the applicant feels that having small lots in a clustered design but with rural themes will be a suitable substitute for “estate-style lots” in a semi-rural area they must provide research-based evidence to support this claim.

M-11

LU-2.4 **Relationship of Land Uses to Community Character.** *Ensure that the land uses and densities within any Regional Category or Land Use Designation depicted on the Land Use Map reflect the unique issues, character, and development objectives for a Community Plan area, in addition to the General Plan Guiding Principles.*

As noted elsewhere, the project is inconsistent with several Community Plan goals and policies and therefore is also inconsistent with General Plan **Policy LU-2.4**. This inconsistency should be noted and mitigated.

PROJECT ALTERNATIVES:

The DEIR does not analyze an alternative project on this site that matches the character of the adjoining rural and estate lot neighborhoods. Instead the “environmental superior alternative” is a “reduced grading” version, which eliminates 6 lots and 7 cul-de-sacs lots, whereas both the General Plan and the Septic Only version have markedly fewer impacts. The “septic only” version only includes only 5 BR homes on 5 acres minimum lots, which does not match the surrounding properties that all operate on septic with many different lot sizes and numbers of bedroom.

The revised EIR should evaluate a version more in line with the existing community character, with the following criteria:

- Similar in look and feel to the surrounding rural and estate residential homes in both County and San Marcos that are within the community view shed.
- Mix of 2- to 5- bedrooms
- Range of lot sizes
- Implementing alternative sewer systems as well as conventional septic systems
- Minimal grading and land form modification
- Biological open space contained within a separate lot as opposed to “backyard open space” whose functionality can more easily be compromised.
- 2-acre minimum lots on the portion of the site that has prime soils, to reduce agricultural impacts.
- Incorporating a dedicated agricultural easement over the portion of those lots that remains usable for agriculture, which would be counted as mitigation and potentially eliminate the need to purchase off-site mitigation.

An alternative septic only project with these criteria would likely meet some of the Project

M-12

M-11

This comment states that the Project is inconsistent with applicable Community Plan policies. The County disagrees. See EIR Section 3.1.4 and Responses G-2, G-4, G-6, I-3, I-8, I-35, I-46, I-67, K-96a, and K-124 through K-137 for responses to specific policies. The cited discussions support consistency with General Plan LU-2.4. Please also see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

M-12

The Proposed Project does not have a significant, unmitigable impact to community character, and therefore would not need to analyze an alternative that would mitigate that impact. See Subchapter 4.8 and Table 4.1 regarding the selection of the Reduced Grading Alternative as the environmentally superior alternative. The Septic Option Alternative was originally based on the assumption that “...each house could have five bedrooms and each lot could be at least five acres in size to accommodate septic systems.” Pursuant to the *Final County Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems*, however, this assumption has been changed to allow minimum 2-acre lots (with the number of potential bedrooms per house to remain unchanged). Specifically, the referenced LAMP, which post-dates the Proposed Project NOP, identifies an allowable density of 2 acres per single-family dwelling in areas with an average annual precipitation level of between 15 and 20 inches. As outlined in Subchapters 2.2 and 2.3 of the EIR, the Project site vicinity exhibits an average annual precipitation level of between approximately 15 and 16 inches, with the minimum 2-acre lot size therefore appropriate. Accordingly, the updated Septic Option Alternative analysis is based on 2-acre minimum lots and up to five bedrooms per unit, with a preliminary lot layout provided in Figure 4-7 of the EIR.

While a community character alternative would not be warranted, the General Plan Density Alternative covers many similar aspects to those listed in the comments. As the guiding document, the General Plan has more precedence over the community plans. That alternative

COMMENTS

RESPONSES

M-12
cont.

has an average 2-acre lot size (bedrooms are not specified), would be similar in look and feel to the surrounding areas, and would contain less grading and land form modification than the Proposed Project. A septic system would not be realistic for the General Plan density, as lot sizes would not be large enough per current County guidelines. The Septic Alternative was updated to include an alternate septic system design and it was determined based on site constraints that it have similar density to a standard septic system (see Response I-29). In addition, Rincon MWD would likely not support the use of such alternative septic systems for the Project (Rincon MWD desires to develop the recycled water supply in support of its 2014 UWMP update and is concerned with any type of increased septic use in this groundwater basin). Regarding the agricultural aspects of the alternative, see Responses I-32, I-42 and I-43.

COMMENTS

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M-12 cont.	Objectives, such as providing a range of home sizes.
	Suggested Alternative Project to be analyzed in recirculated DEIR
M-13a	A “septic-system” hybrid design with varied home sizes featuring a mix of 2- to 5- bedroom homes with on varying lot sizes. Newly approved advanced treatment septic system units should be used as required to reach GP allowed density.
M-13b	Streets should be arranged on a grid pattern rather than a network of cul-de-sacs, where possible, extending existing streets so new Valiano neighborhoods can integrate more easily with existing residents on similarly sized larger lots. Smaller lots would be oriented more centrally (away from existing residents) where possible. No sewage treatment facility to be allowed in Valiano neighborhood 5, as per EFHG Community Plan. Any such facility in Eden Valley would have to be surrounded by Valiano project homes in order to shield existing residents from adverse impacts of such a facility, because Eden Valley residents receive no benefit and should have only minimal exposure to the project impacts.
M-13c	
M-13d	
M-13e	A majority of project homes should allow horse keeping, like the surrounding community, and a public trail system to connect all homes to the larger regional trails. Equestrian lots should be sized appropriately to accommodate all necessary horse keeping requirements such as feed storage, animal waste storage and horse trailer parking. No additional community amenities are necessary such as landscaping, but if provided, there should be provision to share, on a paid basis, with the existing residents. There should be no community-wide gates or walls, and the portion of the development in Harmony Grove should be associated with the name “Harmony Grove” and the portion in Eden Valley should be associated with the name “Eden Valley”.
M-13f	
M-13g	
M-13h	Multilevel homes can be designed to follow the natural grade of the land to the greatest extent possible to reduce the amount of grading or blasting required and thus reduce impacts to the environment and existing neighbors. This would also match some of the designs currently used by the existing homes both in Eden Valley, Harmony Grove and the San Marcos Coronado Hills. Instead of creating large flat “yard” space through extensive grading and blasting, recreational space is provided by large balconies and decks that provide desirable views, are easier to maintain than high water use lawns, and can reduce fire risk by utilizing flame retardant construction materials.
	Improvements to Existing Roads and Chronic Traffic Congestion
M-14	As indicated on the DEIR, the private streets of Mt. Whitney Road and Eden Valley Lane are the primary access points into the proposed new 326 home subdivision. Both streets feed on to Country Club Lane, a public road, placing the burden of all Valiano traffic on Country Club Lane. The DEIR should describe an alternative utilizing an additional access point to La Moree Road to the north, thus taking the burden of all Valiano traffic off Country Club Lane.
M-15	Mt. Whitney Road and Eden Valley Lane do not meet current County Private Road Standards. The DEIR does not describe how the residents along Eden Valley Lane will be mitigated for the impacts to bring the Lane up to current private road standards.

M-13a	The comment suggests adding a new septic design as an alternative. As stated in Response M-12, a reasonable range of alternatives was included in the EIR and the Septic Alternative was updated to include an alternative septic system. See Response M-12 for details of why the suggested alternative would not work.
M-13b	The commenter requests an alternative designed on a grid pattern. A grid pattern is more realistic in the flatter valleys, where many of the existing residents are located. The Project site topography is, in general, more varied with moderate slopes. Alternative design therefore would follow the natural contours where possible to minimize grading and landform modification, and not follow a grid pattern.
M-13c	The commenter suggests locating smaller lots more centrally within the Project and not allowing sewage treatment in Neighborhood 5. See Response G-7 for why connecting to sewer is allowed by the EFHGCP. Regarding locating lots more centrally, due to the north to south orientation of the Project parcels and topographical and biological considerations, it would not be feasible to have a central location to put the majority of the lots.
M-13d	The commenter asks for the WTWRF to be surrounded by Project homes to avoid impacting neighboring residents. The WTWRF would not need to be surrounded by Project residences to avoid significant impacts because as proposed, the WTWRF would not cause significant impacts to surrounding residents. See Responses K-17, K-28, and K-142 for discussion of WTWRF impacts.
M-13e	The General Plan Density Alternative is an alternative that would allow horse keeping on all lots. The Proposed Project contains a public trail system that connects to larger regional trails. In the alternatives and the Proposed Project, animal-keeping is allowed on certain Project lots per County zoning requirements.
M-13f	The comment states that no community amenities are necessary in the proposed alternative. See Subchapter 4.0 for discussion of each alternative and community amenities.
M-13g	The Proposed Project and analyzed alternatives do not contain community-wide gates or walls. Walls would exist where appropriate to mitigate for noise impacts or as retaining walls. An emergency access gate would exist on Hill Valley Drive if Hill Valley is used as an emergency access road only. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes and there would be not gate. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection

COMMENTS

RESPONSES

- M-13g cont. 2.8.2.10 of the EIR. Thank you for your suggestion on the proposed names; however, the name of the Project is not a CEQA issue and the naming of the Project would be at the discretion of the developer.
- M-13h Alternatives analyzed such as the General Plan Density Alternative and Septic Option Alternative contain similar lot design that would follow the natural grade of the land to a greater extent than the Proposed Project.
- M-14 The commenter suggests including an alternative that would add additional Project access to La Moree Road; however, this was determined infeasible as discussed in Response I-63.
- M-15 Mt. Whitney Road and Eden Valley Lane would be improved to County Private Road Standards. No significant impacts would occur to residents along these streets during improvements, and no mitigation would be required.

COMMENTS

RESPONSES

M-16 For years, serious chronic traffic congestion has existed to the north of Eden Valley where the northern terminus of Country Club Lane ends at Auto Parkway. The combination of the Citracado Parkway Industrial Park, Mission Road, the Sprinter light rail line, CA 78 Freeway, and the Nordahl Road shopping district, which includes Walmart and COSTCO, has been and continues to be a chronic traffic bottleneck.
The DEIR should recognize this chronic traffic situation and determine whether the added ADTs generated by Valiano can be mitigated or not.

Addressing the California Drought

M-17 The DEIR should address the additional water use to be generated by the proposed 326 du Valiano Project. Besides the immediate requirements to reduce water consumption by 25-45% by state and local officials, the drought has brought a new awareness to modify lifestyle over the long-term as it pertains to water consumption, landscaping, agriculture, as well as industrial use of water. The DEIR should describe the mitigation the applicant proposes on the impact of additional water consumption by 326 new residential units.

JUSTIFICATION FOR GPA:

M-18 The current San Diego County General Plan, page 1-15, states:
The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, any of the Plan's mandatory elements may be amended up to four times a year. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare.

This information contained in this DEIR does not identify the "changing community need" that is the first requirement for the GPA. It also does not demonstrate that the change is in the public interest; and does not demonstrate that the project would *not* be detrimental to public health, safety, and welfare.

Impacts to adjoining cities:

M-19 The DEIR acknowledges that air quality will be an unmitigable impact, as will noise from construction. In addition to the rural residents of Eden Valley and Harmony Grove, Escondido and San Marcos residents will be affected by the additional traffic, not analyzed in this EIR. The closest San Marcos residents, in Coronado Hills, will see their views of open space impacted by the Valiano development as well as endure the noise and disruption of heavy construction including blasting. On build out, the Valiano small lot subdivision will be inconsistent with the adjacent Coronado Hills estate size lots.

M-20 **The project potential to be detriment to public health, safety and welfare** because of the extraordinary fire safety issues surrounding evacuation in a highly impacted and constrained valley. Recent history with the Coco's fire, as well as 12 other major fires in the area since 1980, was not

M-16 The commenter asks that the EIR analyze chronic traffic congestion at the Country Club Drive/Auto Park Way intersection. A full analysis of the Country Club Drive/Auto Park Way intersection during peak AM and PM commuter periods is included in the TIA (Table 9-1). The Project is calculated to contribute to a significant cumulative impact at this intersection. The mitigation for a cumulative impact is typically the contribution of a fair share dollar amount to a future improvement. However, instead of a fair share contribution, the Applicant has worked with the City and agreed to the following mitigation identified in their letter to the County dated December 22, 2015 (Letter E, Comment 24 through 27): The Project would improve the intersection at Auto Park Way and Country Club Drive traveling west of the intersection with connected sidewalks, an additional left turn pocket on Country Club Drive, adding a right turn pocket (through restriping) on Auto Park Way traveling west onto Country Club Drive, and widening Country Club Drive to provide a paved width of 36 feet consisting of two travel lanes and a 10-foot striped center turn lane starting 220 feet southwest of Auto Park Way for a length of approximately 830 feet. The mitigation reduces the impact to less than significant (LOS C).

M-17 The comment states that the Project will increase water usage and asks how the Project will mitigate for additional water consumption. See Responses C-2, C-8, C-10 and K-99 for comparison of proposed water use to historical water usage. In addition, the Project would conserve water by implementing the following measures: recycled water from the Project WTWRP would be used for all common area irrigation, including private parks, streetscapes and manufactured slopes; the Project would produce enough recycled water to permanently irrigate approximately 36 acres of land, conserving tens of thousands of gallons per day; the Project's outdoor landscaping plan would minimize turf, maximize drought-tolerant plants and natives, and incorporate weather-based irrigation controllers, multi-programmable irrigation clocks, and high efficiency drip irrigation systems; and at the time of final inspection, a manual would be placed in each building that includes, among other things, information about water conservation.

M-18 The commenter questions the justification for the GPA. The change in community need is specific to the San Diego County housing shortage. The shortfall of residential units necessitates residential development, and the location of housing has been prioritized to be in western portions of the County rather than eastern expansion. Inclusion of the Proposed Project development is consistent with this. The EIR evaluated the environmental significance of impacts to the site and provides a recommendation of mitigation to impacts. When implemented, mitigation measures reduce impacts to levels that do not significantly harm public health, safety, and welfare. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

COMMENTS

RESPONSES

- M-19 The comment lists impacts to adjoining cities. This comment is correct that cumulative operational and construction air quality impacts would be an unmitigable impact. The traffic analysis did consider the distribution of traffic into the cities of Escondido and San Marcos. Impacts and mitigation to City of Escondido roadways and intersections are discussed in Subchapter 2.8; impacts to City of San Marcos roadways and intersections would be less than significant. See Response K-11c regarding views from Coronado Hills.
- M-20 The comment raises fire safety issues with evacuation. See Topical Response: Fire/Evacuations.

COMMENTS

RESPONSES

M-20
cont.

analyzed in the DEIR. The Coco's fire conflagration demonstrates acute issues with evacuation through Country Club Drive, Kuana Laua and Harmony Grove Road, without accounting for any of the additional 750 du HGV residents.

Respectfully submitted by,
Douglas Dill
Vice Chair, Seat 15
San Dieguito Planning Group



This email has been checked for viruses by Avast antivirus software.
www.avast.com

COMMENTS

RESPONSES

From: [Dan Silver](#)
To: [Ehsan, Beth](#)
Cc: [Loy, Maggie A](#); [Wardlaw, Mark](#); [Gretler, Darren M](#); [Spurgin, Andrew](#); [Elias, Alexandra](#); [Fogg, Mindy](#); [Farace, Joseph](#); [Citrano, Robert](#); [Bray, Kelly](#); [Lacey, Cara](#)
Subject: Valiano Specific Plan
Date: Wednesday, June 10, 2015 12:32:38 PM

June 10, 2015

Beth Ehsan
 Dept of Planning and Development Services
 5510 Overland Ave Suite 310
 San Diego, CA 92123

RE: Valiano Specific Plan and DEIR

Dear Ms Ehsan:

Endangered Habitats League (EHL) appreciates the opportunity to comment on this proposed project.

This proposed General Plan amendment in San Dieguito/Harmony Grove would change SR 1 and 2 to SR 0.5, resulting in a substantial increase in density. Via the adopted General Plan of 2011, this community accepted Harmony Grove Village as an urban/suburban node and anticipated certainty for continued rural uses elsewhere. *There is no demonstrable need for increased housing capacity beyond the robust population targets built into the 2011 Update.*

The proposed GPA would cause a large change to community character and aesthetics from existing conditions. While the document argues that such density would be located within reasonable proximity to urban centers and transit in San Marcos and Escondido, it is not within the accepted 1/4-mile walking distance. Development within municipal boundaries would be a superior way to meet locational tests for transit accessibility. And neither the County nor SANDAG has identified the Valiano site as a Smart Growth Opportunity Area. Thus, we do not find a compelling planning rationale for the proposed GPA.

EHL generally supports smaller lots as opposed to dispersed 1 and 2 and 4-acre estate lots. However, the use of smaller lots should be accompanied by significant preservation of intact natural or agricultural resources. That is not the case here, as compensatory benefits are paltry. Preserved agriculture is small compared to the development area and on the steepest slopes. The biological open spaces are small and isolated. As an alternative that should be considered, EHL recommends lot area averaging or use of the Conservation Subdivision *based on existing densities and unit yield*. This might allow 50% of the site to be preserved as agriculture or recovering natural habitat.

Finally, the County's LARA model for agriculture impacts remains a *wretched* tool. It is, frankly, an affront to San Diego's important agricultural resources. Here, only 13 acres of well over 100 acres of orchards and intensive agriculture were considered significant and worthy of mitigation. It is long past time to discontinue use of the LARA model as inappropriate to San Diego's local and unique farm values.

Thank you for considering our views, and if you might acknowledge receipt, that would be appreciated.

N-1a See Topical: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-6, I-7, and I-8 for the definition of urban versus rural and how the Project fits the area, and M-18 regarding the need for increased housing capacity.

N-1b The commenter states that the Project would impact community character and that the Project is not smart growth. See Responses G-6, I-3, I-7, and I-8, regarding community character.
 See Responses D-1, D-4a, and I-15 for an explanation of the Smart Growth aspects of the Project.

N-2a The comment states that the preservation of resources achieved by the Project does not justify the small lot sizes proposed. With respect to agriculture, the Project site includes approximately 137.2 acres of important agricultural resources, with approximately 13.1 acres of associated significant impacts identified pursuant to the County Agricultural Guidelines. The analysis in EIR Subchapter 2.3 also identifies associated mitigation requirements at a 1:1 ratio (per the County Guidelines), with acquisition/preservation of 13.1 acres of appropriate on- and/or off-site agricultural easements to be required as mitigation for Project development. In addition, while not proposed as mitigation, the Project includes a Design Feature to establish a 35.4-acre on-site agricultural easement that would maintain the availability and viability of this area for agricultural use. The proposed 35.4-acre agricultural easement includes areas recently used for commercial avocado production, and represents approximately 26 percent of the total on-site agricultural resources (35.4 out of 137.2 acres), and over 30 percent of the recently active on-site avocado orchards (35.4 out of 117 acres). It should also be

N-2a noted that, while the proposed 35.4-acre agricultural easement is located in areas of steep slopes as stated in this comment, virtually all of the 117 acres of recently active on-site agricultural operations encompass similar slopes (with these areas comprising over 85 percent of the identified on-site agricultural resources [i.e., 117 out of 137.2 acres]). Accordingly, the proposed 35.4-acre agricultural easement area is currently viable for agricultural use (i.e., based on recent operations), and would remain so under the proposed easement. Based on the described condition of on-site agricultural resources, the potential use of alternative design scenarios to preserve additional agricultural areas as suggested in this comment would involve primarily sites with steep slopes similar to the proposed 35.4-acre agricultural easement (see Responses K-20 and I-69a for additional information on agricultural resources, associated Project impacts, and the proposed 35.4-acre agricultural easement).

N-2b The commenter requests a clustered alternative or the use of lot area averaging based on existing densities and lot yield. One way to design the suggested alternative of using the Conservation Subdivision based on existing densities and unit yield would result in a tightly clustered development of approximately 137 units located mainly in the western portion of the Project site (in the areas Neighborhoods 2 and 4) since this portion of the Project site contains fewer sensitive biological resources and CDC candidate soils. This alternative would result in substantially more grading and blasting due to the larger development footprint on the steepest slopes; it would also result in a much larger undesirable impact to visual elements in the area. In addition, roadways and improvements would be required to access these more remote areas and those impacts to habitat would not be removed under this design. This alternative would result in fewer impacts to biological resources; however, the Project site does not include habitat areas designated as proposed Pre-Approved Mitigation Areas (PAMAs) in the draft NCMSCP and as such, the Project site is not considered a priority area for conservation under the draft MSCP.

Given the remoteness of the homes under this plan, from the primary access along Eden Valley Lane, fire access would be difficult as well as sewer and water service extension difficulty. This design would also increase the fire risk to the residents by leaving large unmaintained areas of very combustible native vegetation between the new homes and the existing homes. See Responses K-24 and N-2a for agricultural resources.

Overall, this proposed alternative would not meet the Project objectives in that it would not be designed to respond to the unique existing natural topography of the Project site since the flatter portion of the site would not be utilized in order to avoid impacts to biological and agricultural resources. It would not be possible to provide a variety of lot sizes since the development would be tightly clustered in the steeper portion of the site. Large flat areas would need to be cut into the hillside to create

COMMENTS

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N-2b
cont.

developable pads for clustering of the homes resulting in a substantially greater negative impact to visual features in the surrounding area.

A second way to design a clustered project based on the existing General Plan yield of 137 homes would be to retain Neighborhood 1 as designed (96 lots), reduce the lot yield in Neighborhood 5 to 41 lots, and eliminate Neighborhoods 2, 3 and 4 except for a road connection through Neighborhood 3. This would result in a tightly clustered project with reduced road improvements and grading; however, there would still be significant biology impacts because Neighborhoods 1 and 5, which would be impacted, contain more sensitive habitat than Neighborhoods 2 and 4, which would be avoided. This scenario would also still result in significant agricultural impacts, as substantial areas of agricultural resources and CDC candidate soils are present in Neighborhood 5, and over 88 percent of the significant agricultural impacts identified for the Proposed Project occur in this area (i.e., 11.6 out of 13.1 acres). In addition, focusing density on the east side of the Project site retains the proposed smaller lots in close proximity to existing neighbors, making the transition in lot sizes more abrupt than if the homes were clustered onto the western hillsides. The lot sizes are also much smaller than the lot sizes in the current General Plan Density alternative. For this reason it is expected that the surrounding neighbors would prefer the current General Plan Density alternative.

Finally, for any alternative with a reduced number of homes, the required acreage of community parks would be reduced. It would not embrace the equestrian nature of the surrounding area since none of the lots would have the space to accommodate animal enclosures. In addition, the Project has been modified in the EIR in response to comments to have fewer impacts to habitat by deleting a major roadway as well as elimination of lots within some of the sensitive habitat areas. For these reasons, this alternative is not included for further consideration.

N-3

Comments on the LARA Model are noted. This model, and the associated Agricultural Guidelines, however, represent the adopted and required methodology for evaluating agricultural resources and impacts in the County. Accordingly, the described conclusion of approximately 13.1 acres of Project-related impacts to important agricultural resources requiring mitigation is accurate under the LARA Model and County Agricultural Guidelines.

COMMENTS

RESPONSES

Yours truly,
Dan Silver

Dan Silver, Executive Director
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COMMENTS

RESPONSES



P.O. Box 460791
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June 15, 2015

RE: VALIANO SPECIFIC PLAN PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002 Draft Environmental Impact Report.

Dear Ms. Ehsan,

The mission of The Escondido Creek Conservancy (TECC) is to preserve and restore the Escondido Creek watershed. Our vision is that the watershed will become a model of vibrant urban communities and viable natural ecosystems thriving together. To accomplish this requires sound planning and development sensitive to, and appreciative of, our natural resources. Unfortunately the Valiano project fails this test.

TECC does not dispute the need for more housing. We support, in general, the current County General Plan especially those aspects that came together as a result of many years of careful discussions and are supported by thoughtful studies and community consensus. TECC does oppose sprawl development that produces tremendous negative impacts in our communities and diminishes our quality of life, natural habitats and transportation systems, while increasing the cost of public services. We oppose any project that includes unmitigated impacts.

Biology 4.2.1

Residents adjacent to the Valiano property regularly observe significant wildlife foraging, including deer, bobcats, and coyotes. While much of site is impacted by fallowed agriculture, it still has habitat value, which, left alone or restored, would only improve. We must recognize that keeping common species common is one of the keys to protecting complete ecosystems and preserving threatened and endangered species.

The effects of a project of this size and design would negatively impact adjacent rural properties that are also utilized by both common and threatened species. How will off site impacts be addressed in the Final EIR?

The open spaces proposed on the project site are too narrow, fragmented, and too close to development. They would be so adversely degraded from edge effects that they would not function as viable habitat.

The Escondido Creek Conservancy (TECC) is a non-profit, public benefit corporation whose mission is to protect and restore the Escondido Creek watershed.

O-1 This comment is an introduction to comments that follow. No further response is required.

O-2a The comment expresses the opinions of the commenter, but is not at variance with the environmental document; therefore, no further response is required.

O-2b The comment refers to sprawl development with various impacts. As stated in multiple responses, the Project has a clustered design and location near jobs and transit, and thus does not constitute sprawl development. See EIR Subchapter 2.4 for a discussion of impacts and mitigation for natural habitats, 2.8 for transportation systems, and Section 3.1.7 for impacts to public services.

O-2c The comment expresses the opinions of the commenter, but does not raise an environmental issue within the meaning of CEQA; therefore, no further response is required.

O-3 The comment indicates the Project has value for wildlife species such as deer, bobcats, and coyotes. The Project site would continue to provide habitat for deer, bobcats, and coyotes. See Responses K-32 and K-45 regarding wildlife habitat and movement on the Project site. Habitat mitigation would be provided for Project impacts to vegetation communities pursuant to County and Resource Agency requirements. Off-site mitigation for the Project would provide superior habitat connectivity and long-term preservation value, which would directly benefit many wildlife species.

O-4 The comment states that the Project will impact off-site habitat. Adjacent rural properties are not designated open space areas or future proposed PAMA. Although wildlife may utilize these properties, they, along with the Project site, are not considered priority areas for conservation. The Project would not directly impact off-site habitat.

COMMENTS

RESPONSES

0-5 Biological open space on site is for avoidance, not mitigation, and as such is not required to be connected. See Response K-32 for further discussion of wildlife movement through the site.

COMMENTS

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A few of these edge effects, are as follows:

O-6 1. Introduction of invasive exotic vegetation inadvertently carried in from bikes, people, animals or spread from backyards or fuel modification zones adjacent to the park wild land. The plant pallet for the development, including pallets for the future homebuyers, should exclude any species listed by Cal-IPC, ASLA or the Los Angeles Regional Invasive Plant Guide as invasive. How will this be addressed in the Final EIR?

O-7 2. Higher frequency and severity of fire (fires are a natural process but when too frequent can harm the environment). How will this issue be addressed in the Final EIR?

O-8 3. Companion animals (pets) which can act as predators of and competitors with native wildlife, as well as vectors for disease. How will the impacts of free ranging domestic animals be addressed in the Final EIR?

O-9 4. Use and creation of undesignated trails can significantly degrade the natural environment. How will the impacts of undesignated trails be addressed in the Final EIR?

O-10 5. Influence on earth systems, such as solar radiation, soil richness and erosion, wind damage, hydrologic cycle, and light and water pollution, can affect the natural environment. How does the EIR address these cumulative impacts on the open space and nearby areas?

O-11 6. Loss of foraging habitat. Natural predators utilize open areas and old agricultural fields for finding food. How does the EIR propose to mitigate these impacts?

O-12 7. Preserved Open Space. TECC has facilitated the acquisition of over 2,000 acres of some of the most bio-diverse, and sensitive habitats, in San Diego County. The closest property, a 500 acre parcel contiguous with over 3,000 additional acres, with sensitive archeological sites as well, is .8 miles from this project. Siting a project with this many residents so near these preserved properties was not anticipated in light of the planning process that resulted in Harmony Grove Village. How will the final EIR address the impacts of the new residents on the nearby existing preserved open space?

Agriculture 4.2.2

O-13 This project would result in the loss of approximately 100 acres of agricultural lands. The DIER proposes to place 36+ acres in agricultural preserve at the north end of the project property.

O-6 The comment requests that invasive species be addressed in the EIR. The EIR addresses invasive species. Project landscaping would exclude invasive species listed by Cal-IPC. This is noted on the conceptual landscape plan, as well as in Sections 2.4.2 and 7.2.5 of the EIR and Section 2.2.3 of the Specific Plan.

O-7 The comment lists higher frequency and severity of fires as an expected edge effect of the Project on on-site open space. The Project incorporates FMZs pursuant to County and Fire Marshal requirements. This and other measures would manage fire risk, as explained in Response K-65.

O-8 The comment raises pets as an edge effect. As noted in the EIR, barrier type fencing would be constructed around biological open space and signs would be posted in several locations along the barrier type fencing to deter human access. These signs also would alert homeowners that pets are not allowed in the biological open space areas. Section 2.4.2 of the EIR acknowledges that domestic predators have potential to harm native wildlife, and that the Project site is adjacent to existing residential development and already subject to some level of disturbance and predation by domestic animals. The Project would provide homeowner disclosures to homebuyers alerting them of the requirements to keep pets (and people) out of the biological open space areas and to keep pets on leash in public areas, including trails.

O-9 The comment concerns the use and creation of undesignated trails as an edge effect. Use and creation of undesignated trails would be discouraged through the use of signage and fencing of biological open space areas. Numerous designated trails, both public and private, are proposed as part of the Project, accommodating trail users and relieving the pressure to create unauthorized trails.

O-10 The comment raises a number of potential cumulative impacts. The EIR analyzes cumulative impacts on all subject areas required by CEQA.

O-11 The comment enquires about how the loss of raptor foraging would be mitigated. Mitigation for loss of foraging habitat would occur through habitat mitigation at ratios consistent with County guidelines. See Mitigation Measures M-BI-1a and b in Section 2.4.5 of the EIR.

O-12 The commenter is concerned that the Project will affect preserved lands in the area (not adjacent). The viability of off-site conserved lands as habitat and movement corridors for wildlife would not be affected by the Project as they are part of larger, connected open space areas that do not extend across the Project site.

- 0-13 The Project Description information provided in this comment is generally accurate, although the following clarifications/corrections are provided:
- It is assumed that the described loss of "... approximately 100 acres of agricultural lands" is referring to the on-site agricultural operations, which actually encompass approximately 117.4 acres of avocado orchards and apiary sites (with portions of these uses impacted by the 2014 wildfire, see Response K-23).
 - The noted 36+ acre area at the north end of the Project site is actually proposed as an agricultural easement, rather than an agricultural preserve as stated in this comment. The term agricultural preserve has a specific definition related to the County's ability to designate appropriate areas as agricultural preserves (i.e., areas that are suitable for Williamson Act designation), and is not applicable to the proposed 35.4-acre agricultural easement included as part of the Proposed Project design.

Because this comment is not at variance with the EIR analysis or related considerations, no additional response is required.

COMMENTS

RESPONSES

O-14 It appears the Valiano agricultural preserve is being set up with the assumption that the agricultural operation will be financially self-sustaining. Given the high cost of water, it is quite likely that the agricultural operations will not be sustainable, leaving the HOA with financial responsibility for long term management.

O-14 It should be noted this preserve may not lend itself to conversion to habitat if the HOA determined that management was too intensive since the area is at the north end of the project and as a result is too isolated from a habitat perspective.

How will the final EIR address the likely outcome of the HOA holding an unsustainable agricultural preserve?

Fire Protection 5.4/Circulation Plan 3.0

O-15 Wildland fire is a natural event in chaparral. However the frequency and intensity of fires in San Diego County have increased well beyond the natural cycle due to human activity. This is a threat to the eco-system and to the residents of Eden Valley and surrounding communities and cities.

O-16a The document only mentions the Cocos fire of 2014 in passing and does not detail what occurred during that incident. Evacuation out of San Elijo Hills, Elfin Forest, Eden Valley, and Harmony Grove was not possible for many residents creating a significant safety issue (<http://www.utsandiego.com/news/2014/jun/07/san-elijo-traffic-review-cocos-fire-san-marcos/>). Adding yet more housing in a valley with limited two lane roads that connect to level service F intersections in the city of Escondido will only make the situation worse. The Final EIR should address the fire evacuation situation in light of the Cocos Fire experience. How will residents (existing and new) safely flee another inevitable wildfire? How will livestock be evacuated? Shouldn't shelter in place building standards be required not only for the structures in this development, but also for the existing residential structures in Eden Valley?

O-17 In conclusion, the project should be built to existing general plan densities if that can be done without significant, unmitigated impacts to the surrounding environment and communities.

Sincerely,



Kevin Barnard
President

O-14 The comment indicates that the proposed on-site agricultural easement will not be sustainable, and also too isolated to revert to habitat. See Response I-69a for information related to the terms, funding and operational considerations associated with the proposed 35.4-acre on-site agricultural easement. The northwestern portion of the site does contain biological open space and has good habitat connectivity as discussed in the Subchapter 2.4 of the EIR.

O-15 The comment is concerned with the threat of wildfire. See Response I-59 for how the Project would improve fire safety.

O-16a The commenter is concerned with the Cocos fire and evacuation during wildfires. See Response K-59 regarding the Cocos Fire. See Topical Response: Fire/Evacuations regarding evacuations.

O-16b The commenter is concerned with evacuation of livestock and suggests shelter in place construction. New developments are planned to be very defensible, and in the unlikely event that time does not permit safe evacuation, these new developments would be very safe places to find temporary refuge. See Response I-62 regarding evacuation of animals. In the event a wildfire occurs in the immediate vicinity with little to no time to evacuate, the Incident Command will make a determination on site/on scene if temporary safe refuge of residents and animals would be appropriate or warranted. The Incident Command does have the decision and option that temporary safe refuge in pre-determined safety zones could be an option.

O-17 The comment expresses the opinions of the commenter, but is not at variance with the environmental document; therefore, no further response is required.



Via Email

June 15, 2015

Beth Ehsan
 Project Planner
 County of San Diego
 Planning and Development Services
 5510 Overland Ave. Suite 110
 San Diego, CA 92123

Re: Comments Regarding the Draft Environmental Impact Report for the Valiano Project

Dear Ms. Ehsan:

On behalf of the Natural Resources Defense Council (“NRDC”) and our tens of thousands of members who live and work in Southern California, we submit the following comments on the Draft Environmental Impact Report (“DEIR”) for the proposed Valiano Specific Plan Project (“Project”).

We have several concerns regarding the proposed Project and the DEIR. The primary area of concern is the Project’s inconsistency with the San Diego County General Plan and more specifically the Elfin Forest-Harmony Grove Community Plan (“Community Plan”). These plans were developed with rural aesthetic, agricultural landscape, and the sensitive and endangered habitats of the Elfin Forest-Harmony Grove area in mind. The 238-acre Project threatens the rural characteristic and sensitive habitat found in these areas by undermining the goals, planning, and hard work that went into the Community Plan. Furthermore, the DEIR fails to adequately assess the General Plan Density Alternative. Such failures are the result of an imprecise assessment of the feasibility of open space and agricultural easements in the lower density alternative. Each of these concerns is explained in more detail below.

I. The Project is Inconsistent with the San Diego County General Plan and Elfin Forest-Harmony Grove Community Plan

The proposed Project is inconsistent with the rural and environmental preservation goals of both the San Diego County General Plan and the Community Plan. Under California law, a general plan functions as a “constitution for all future developments” and development decisions should be consistent with that general plan. (*Endangered Habitats League Inc. v. County of Orange*, (2005) 131 Cal.App.4th 777, 782.) Although perfect conformity is not required, a proposed project should be compatible with the objectives and policies of the general plan. (*Families Unafraid to Uphold Rural El Dorado County v. El Dorado County Bd. Of Sup’rs*,

NATURAL RESOURCES DEFENSE COUNCIL

1314 2ND STREET | SANTA MONICA, CA | 90401 | T 310.434.2300 | F 310.434.2399 | NRDC.ORG

P-1

P-2

P-1 This comment is an introduction to comments that follow. No further response is required.

P-2 The commenter argues that the Project is inconsistent with the goals of the General Plan and the Community Plan. The County disagrees. The Project is compatible with the objectives and policies of the General Plan, and does not obstruct their attainment. Likewise, the Project does not conflict with any General Plan policy that is fundamental, mandatory, and clear. See EIR Sections 1.6 and 3.1.4 for discussion of policy consistency. Refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response G-7.

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P-2
cont.

(1998) 62 Cal.App.4th 1332, 1336.) Indeed, a project is consistent with a general plan if it furthers the objectives and policies of that plan and does not obstruct their attainment. (*Corona – Norco Unified School Dist. v. City of Corona*, (1993) 17 Cal.App.4th 985, 994.) Put differently, a project is inconsistent if it conflicts with a general plan policy that is fundamental, mandatory, and clear. (*Endangered Habitats League Inc. v. County of Orange, supra*, 131 Cal.App.4th at 782.) Furthermore, the nature of the policy and the nature of the inconsistency are critical factors to consider. (*Families Unafraid to Uphold Rural El Dorado County v. El Dorado County Bd. Of Sup'rs, supra*, 62 Cal.App.4th at 1341.)

P-3

The proposed Project contains elements that are inconsistent with the specific policies and goals of both the San Diego County General Plan and the Community Plan. The Community Plan, which operates as a subpart to the San Diego County General Plan, includes set policies meant to achieve specific goals. These goals include: preservation of the rural unincorporated communities of both Harmony Grove and Elfin Forest; the continued preservation of the area's sensitive and endangered habitats; preservation of agricultural resources that enhance the environment and contribute to the rural community vision; preservation of existing wildlife corridors; and creating open space preserves of coastal live oak, oak woodland chaparral, native grasslands, and coastal sage scrub.

P-4a

It is our understanding that the Community Plan and its corresponding goals were the result of numerous hours of planning, cooperation and hard work from members of the community. Developing the Community Plan took over two years of grass roots efforts. According to local residents, the Community Plan is a result of comments and cooperation of more than 60 individuals from a community of 400 homes. Additionally, even before creating the Community Plan, community members evaluated varying density patterns during County-led workshops as part of the General Plan Update process. During these workshops, community members were asked to accommodate for their "fair share" of expected County-wide population growth. From these workshops, the Elfin Forest-Harmony Grove and Eden Valley communities determined that the focal point of their efforts, as well as the basis for the Community Plan, would be the preservation of open space through locating all of the increased density required within the footprint of one high density Village. According to the General Plan's Community Development Model, density feathers out to low density development outside the Village Limit Line, hence preserving valuable agricultural and biological open space in the valley.

P-4b

Unfortunately, in disregard of such a concerted effort, the Valiano Specific Plan proposed project aims to change the dynamic of a rural community by providing an exception for a high density subdivision with minimal open space preserved. The planned change from low to high density is inconsistent with the goal of preserving the rural nature of the community. Additionally, such large scale residential development is likely to counteract the goals and policies of preserving agricultural areas, sensitive habitats, wildlife corridors, and open spaces that currently exist. In its current form, the proposed Project does not do enough to preserve open space or consider sensitive habitats and species contained within the area. Instead, it attempts to change the existing nature of the community to squeeze in a new development in a location that was evaluated and rejected for higher density during the General Plan Update process, completed in 2011.

P-3

The comment lists several goals of the EFHGCP and argues the Project is inconsistent. The Proposed Project would be consistent with the goals listed. Regarding preservation of the rural nature of the communities, see Refer to Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-6, G-7, I-7 and I-8. As detailed in Subchapter 2.4, significant impacts to biological resources would be mitigated to a less than significant level; in addition, the Project would include a biological open space easement and an oak tree protection easement. Regarding agricultural resources, see Responses I-69a and K-20 through K-24 for information on the 35.4-acre agricultural easement.

P-4a

The comment describes the General Plan Update process in the local area. The County appreciates the time that was spent by community members during the General Plan Update process. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response G-6 for the definition of village versus semi-rural density. See Responses I-3 and I-4 for information on the Community Development Model.

P-4b

The commenter argues that the proposed density is inconsistent with the rural nature of the community and does not preserve enough open space. The Project preserves many rural character elements, as discussed in Comments I-7 and I-8. Regarding density and open space, one of the key concepts of the General Plan is the de-coupling of density and lot size. The General Plan sought to locate higher density in the most appropriate areas, but it also promotes clustering in order to increase open space preservation even as density increases. Thus it is not the density but the specific design of the Project that determines its biological impacts. It should be noted that if the site was developed per the existing General Plan designation and the minimum lot sizes set by the existing Zoning,

P-4b
cont.

biological impacts would be greater, as stated in Section 4.3.2 of the EIR:
Impacts to biological resources associated with the General Plan Density Alternative would be greater than those associated with the Proposed Project. As stated previously, although this alternative would result in approximately 65 percent fewer residential pads to be graded than the Proposed Project, as shown on Figure 4-1, the entire Project site would be divided into residential lots (with the exception of one lot for the WTWRF). With the exception of the areas protected under the RPO, future homeowners would be able to remove vegetation on their properties. Therefore, the entire Project site, with the exception of the RPO-protected areas, should be conservatively considered impacted. The General Plan Density Alternative would likely result in significant effects to raptor foraging habitat and grasshopper sparrow habitat, as well as impacts to on-site sensitive habitats. Similar to the Proposed Project, all identified biological impacts under this alternative would be reduced below a level of significance through mitigation measures such as appropriate habitat preservation and/or creation. Nonetheless, impacts to biological resources would be greater than impacts under the Proposed Project.

The fact that the County considered and rejected higher density at this site in 2011 does not preclude the County from re-considering and reaching a different conclusion in light of the more detailed analysis included in the Project-specific EIR.

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P-4b
cont.

As noted above, a proposed project should remain consistent with the existing general plan for a community. Currently, this Project undermines the goals and policies of the Community Plan, as well as the public trust of the hard working community members who developed it.

II. The DEIR Must Fully Analyze the General Plan Density Alternative to Allow Comparisons and Informed Selection

The current draft omits relevant information about the General Plan Density Alternative. For this alternative, the DEIR should provide more information on why the developer believes open space and agricultural easements are not feasible, especially in light of a plan that calls for lower density. How would decreasing density yield less open space than a higher density plan? Such reasoning is not clear in the DEIR.

Because of this lack of clarity, the DEIR is inadequate. A major function of a draft environmental impact report is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official. (*Laurel Heights Improvement Ass'n v. Regents of the University of California*, (1988) 47 Cal.3d 376, 400.) In order to thoroughly assess alternatives, the draft environmental impact report must contain sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with a proposed project. (*Sierra Club v. City of Orange*, (2008) 163 Cal.App.4th 523, 546.)

P-5

In regards to the DEIR, ambiguities exist that bar a meaningful analysis of the General Plan Density Alternative. The DEIR shows a discrepancy in open space and feasibility of agricultural easements in the proposed Project compared with the General Plan Density Alternative. According to the DEIR, the alternative would reduce biological open space from 32 acres to 15 acres and would not provide for agricultural easements. (*DEIR Project Alternatives*, 4-9, 4-10.) Although lower density could require larger lot sizes, the DEIR does not explain why this would mean the Alternative could not still retain open space or agricultural easements that are offered in the proposed project. As stated above, the DEIR must contain sufficient information to allow meaningful evaluation. Merely stating biological open space would be reduced (*Id.* at 4-9) without explaining why this reduction is necessary is insufficient. Likewise, failing to explain why agricultural easements are not feasible in a general plan compliant alternative is also insufficient. This is especially relevant given that, had the DEIR fully analyzed a General Plan Density Alternative including an agricultural easement on two-acre lots on the Prime Soils portion of the Project, the impact to onsite agriculture resources would have been significantly reduced, and likely removed the necessity for offsite mitigation.

The DEIR should be reworked to provide an explanation for why open space and agricultural easements are not feasible under the General Plan Density Alternative.

P-5

The commenter asks why the General Plan alternative would yield less open space than the Project. As stated in Response P-4b, there is no set relationship between density and open space. The EIR states that the amount of *biological* open space would be reduced, while the commenter appears to be referring to open space as a general term for undeveloped area. The clustered design of the Proposed Project would allow for larger biological open space compared to the larger lots that would take up most of the site area in the General Plan Density Alternative (as shown in Figure 4-1). As stated in Section 4.3.2, homeowners in the General Plan Density Alternative would be able to remove vegetation from their properties and open space on residential lots in the General Plan Density Alternative would be conservatively considered impacted. Therefore, this acreage is not included as biological open space. A separate agricultural easement is not included in the General Plan Density alternative because that area of the site would be divided into lots, each of which could include or not include agriculture at the owners' discretion. A project design focused on maintaining large lot sizes would not preserve the large open space areas that can be preserved in a clustered design.

The comment states that the DEIR is inadequate. Contrary to the commenter's assertion, the EIR thoroughly assesses a reasonable range of alternatives, with sufficient information about each alternative, as seen in Chapter 4 of the EIR.

The quoted acreage of biological open space from the DEIR has been updated in the EIR to 31.2 acres. This would not change the aforementioned conclusions.

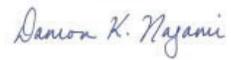
For additional information regarding the General Plan Density Alternative and related agricultural concerns/opportunities, see Responses I-32, I-42, I-43 and I-69d.

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III. Conclusion

Thank you for the opportunity to provide comments on this draft environmental impact report and proposed Project. If you have any questions, please feel free to contact me at (310) 434-2300 or dnagami@nrdc.org.

Very truly yours,



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June 15, 2015

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RE: **Comments Upon Draft Environmental Impact Report, Draft Habitat Loss Permit, General Plan Amendment and Valiano Specific Plan**

Dear County Planning and Development Services Staff:

This firm represents the San Elijo Lagoon Conservancy (“SELC”), a non-profit organization dedicated to the preservation and enhancement of the San Elijo Lagoon and its seventy-plus square miles of watershed. Large portions of the proposed Valiano development site drain directly to Escondido Creek which in turn drains through the San Elijo Lagoon into the Pacific Ocean.

Water quality conditions are monitored regularly by SELC at the Lagoon and at multiple sampling stations to the east, along Escondido Creek. In addition we carefully monitor all wildlife within the lagoon and work in cooperation with various government agencies and non-profits in looking after wildlife in the Escondido Creek watershed area. In addition to water quality programs, we have on-going major programs, funded by various agencies, dealing with invasive plant species, vector control and nuisance issues in the watershed.

We are currently working on a project to restore and expand tidal flows into and through the Lagoon and the expected volumes of water coming from the watershed are an important part of our modeling.

Q-1 This comment describes the San Elijo Lagoon Conservancy and related activities at the lagoon and associated watershed, and correctly notes that “Large portions of the proposed Valiano development site drain directly to Escondido Creek, which in turn drains through the San Elijo Lagoon into the Pacific Ocean” (with these drainage conditions also described in Section 3.1.3, *Hydrology/Water Quality*, of the EIR).

Q-1

Q-1 cont. June 15, 2015
 In reviewing portions of the DEIR, SELC has a number of concerns and believes the document is fundamentally incomplete and should be revised, expanded and recirculated for further public review.

Water Quality History

Q-2a The DEIR fails to mention that Escondido Creek has historically been an on-going source of contaminants which reach the lagoon and in many cases the Pacific Ocean. The City of Escondido itself has been responsible for sewage leaks and unintentional releases that have reached the lagoon, via Escondido Creek, many times over the last four decades. Prior to modern water quality standards, raw sewage was dumped regularly by the City into the Creek.

Q-2b There has accordingly been an on-going concern by SELC about the capacity and integrity of the Escondido storm water and run off systems. The proposed up-zoning of the lands in question, raise concerns about both local and regional capacity to handle sewage and storm water run-off. With an El Nino in the forecast for the region, it is particularly important that a detailed and comprehensive assessment of capacity issues be part of the environmental documents.

General Plan Amendments

Q-3 As a general proposition, SELC does not object to development that is consistent with existing general plans and consistent with key public safety needs. In this case, the proposed development not only increases density in key areas, but the environmental documents do a poor job of analyzing the growth inducing impacts of changed densities plus the growth inducement associated with bringing new infrastructure to the area.

Unresolved Contamination Issues

Q-4 Additionally, the DEIR fails to fully identify multiple contamination issues that the lands in question present. Where contaminants, like diesel fuel, fertilizers and pesticides are reasonably thought to be present, there needs to be pre-approval testing to determine or rule out their presence. Deferring an assessment of what the existing conditions are and thereby deferring evaluation of related avoidance and mitigation options is in direct violation of the California Environmental Quality Act.

Q-5 From a water quality stand point, SELC is concerned about what contaminants will be delivered into the watershed by the grading and blasting that will be done to build the project. In this regard, we note that the water table in the area is typically between 6 and 11 feet but there has not been an assessment of the ground water quality. It is likely that the construction work and the on-going occupancy of the new homes will have some significant degree of impacts to ground water.

Q-6 We note also that the recent fires in the area have resulted in significant losses of vegetation and increased risks of serious erosion and contaminated run-off. Excessive nutrient presence in Escondido Creek and in the Lagoon are continuing serious problems that should not be exacerbated in any fashion.

Q-2a The comment indicates that information regarding contamination of Escondido Creek was missing from the EIR and that the Project may cause new issues related to sewage and stormwater runoff. Section 3.1.3 of the EIR includes an extensive discussion of existing and historic water quality conditions in Escondido Creek, San Elijo Lagoon and associated watershed areas. These conditions are represented by monitoring data collected pursuant to requirements under the federal Clean Water Act/ National Pollutant Discharge Elimination System (CWA/NPDES) and other sources, with a summary of the related EIR text provided below:

Wet weather monitoring has been conducted seasonally since 2001 at the Escondido Creek Mass Loading Station (MLS, with no monitoring conducted in 2011/2012 or 2012/2013), located approximately 6.7 miles southwest of the Project site at the Escondido Creek/El Camino Del Norte bridge. This monitoring includes numerous physical, chemical and biological parameters, with resulting data for 2010/2011 indicating the following trends: (1) applicable water quality objectives were exceeded at a high frequency for TDS, fecal coliform bacteria, and bioassessment scores (as outlined below); and (2) water quality objectives were exceeded at a low frequency for general chemical parameters (e.g., pH and chloride), toxicity and nutrients. Bioassessment testing involves evaluation of the taxonomic richness and diversity of benthic macroinvertebrate (BMI) communities based on the Index of Biotic Integrity (IBI), which provides a quantified score reflecting biological conditions and associated water quality.

In addition to the above efforts, wet weather monitoring was conducted during the 2007/2008 season at the Escondido Creek Temporary Watershed Assessment Station (TWAS), located at the Escondido Creek/Country Club Drive bridge (approximately 0.6 mile south of the Project site). The associated trends at the Escondido Creek TWAS were similar to those noted above for TDS and bacteria in 2010/2011 at the Escondido Creek MLS, although the frequency levels were somewhat lower. Monitoring at the Escondido Creek TWAS in 2007/2008 also identified very low IBI scores, similar to those noted for the Escondido Creek MLS in 2010/2011.

Jurisdictional dry weather sampling was conducted most recently in 2011 at a number of locations both up- and downstream of the Project site. These efforts documented that water quality objectives were most commonly exceeded for nitrate, turbidity and conductivity; and less commonly for pollutants including pH and orthophosphate.

Q-2a
cont.

Based on the data sources noted above and other applicable information, the State Water Resources Control Board and Regional Water Quality Control Boards produce bi-annual qualitative assessments of statewide and regional water quality conditions. These assessments are focused on CWA Section 303(d) impaired water listings and scheduling for assignment of total maximum daily load (TMDL) requirements. The most current (2010) approved 303(d) list identifies the following impaired waters along downstream portions of Escondido Creek and San Elijo Lagoon:

- Escondido Creek (26 miles) is listed for Dichlorodiphenyltrichloroethane (DDT), enterococcus and fecal coliform bacteria, manganese, phosphate, selenium, sulfates, TDS, toxicity, and total nitrogen (as N). The expected TMDL completion date for all of the listed pollutants is 2019.
- San Elijo Lagoon (566 acres) is listed for eutrophic conditions, indicator bacteria, and sedimentation/siltation. The expected TMDL completion dates are 2015 for indicator bacteria and 2019 for other listed pollutants.

From the above discussion, the EIR clearly documents that Escondido Creek and San Elijo Lagoon exhibit ongoing water quality impairment issues associated with bacterial sources and other pollutants. These impairments are reflected in the noted 303(d) listings and other water quality monitoring sources, with associated regulatory standards specifically intended to address these issues through mandatory requirements for applicable development projects (including the Proposed Project). As described in Section 3.1.3 of the EIR, the Proposed Project design includes extensive related drainage and water quality design measures, and Project implementation would conform with all associated regulatory standards. Specifically, the EIR provides a detailed discussion of the Project's regulatory conformance, including: (1) measures to address construction-related erosion/sedimentation (Table 3.1.3-4), use of hazardous materials such as vehicle fuels/lubricants (Table 3.1.3-5), and demolition-related pollutants (Table 3.1.3-6); and (2) long-term low impact development (LID)/site design, source control, and LID/treatment control best management practices (BMPs), as well as related monitoring and maintenance requirements (including funding, schedules and responsibilities).

Q-2b

The Project's Major Stormwater Management Plan (Appendix N to the EIR) identifies all the receiving waters of the Project and the known impairments to those receiving waters. As the comment points out, water quality in Escondido Creek and San Elijo Lagoon is impaired for multiple pollutants resulting from human activity in the watershed. To prevent a contribution by the Project to these existing impairments, the Project has been designed in accordance with the County's current Standard Urban Storm Water Mitigation Plan (SUSMP). As described in Appendix N of the EIR, the Project would implement bioretention

<p>Q-2b cont.</p>	<p>facilities to remove pollutants from storm water runoff prior to discharge to Escondido Creek.</p> <p>The comment also raises a concern about the capacity of the sewage and storm water systems within the watershed. The Project would construct a sewer system with an on-site Wastewater Treatment/Water Reclamation Facility as detailed in Chapter 1.0 as well as Appendix Q of the EIR. The sewer system and WTWRF have been sized per current industry practices including provision of adequate wet weather storage, and would be fully permitted by the Regional Water Quality Control Board (RWQCB). The WTWRF would not discharge to Escondido Creek; rather the reclaimed water would be used for landscape irrigation within the Project.</p> <p>The Project’s storm drain system has been designed per County standards so that post-Project discharges would not exceed pre-Project levels. Detention basins have been provided within the Project to match existing discharges for both the 100-year peak storm event and the range of storm events which are significant for hydromodification. These analyses are found in subsection 3.1.3.2 and Appendix M of the EIR.</p> <p>Based on the Project’s design as described above, the Project would not contribute to flooding or the discharge of pollutants to Escondido Creek or San Elijo Lagoon.</p>
<p>Q-3</p>	<p>The EIR analyses growth inducement and concludes the Project is not growth-inducing as summarized here:</p> <ul style="list-style-type: none"> • As described in Section 1.8.1, the Proposed Project would be generally consistent with project growth in both the County General Plan and SANDAG 2050 RTP with adoption of the GPA. The increase in density proposed would help the Project be growth-accommodating, and not growth-inducing, as hundreds of thousands of new housing units are forecasted to be needed in the region in the near future. The Project would not be expected to be growth-inducing by adding infrastructure to the area. As described in Subchapter 1.8, the Project would not be a major employment center that would attract new residents, and would instead complement existing employment centers. The roadway improvements proposed by the Project would generally serve Project residents and would not create significant roadway infrastructure to induce growth. To increase fire flow capacity and enhance regional and area fire safety, the Project would design and construct the R7 Reservoir for the Rincon MWD. This reservoir has been planned for in the 2014 Rincon MWD Water Master Plan to serve existing growth and growth forecasted in the General Plan. Therefore, the R7 Reservoir would not provide opportunities for additional growth beyond that forecasted in the General Plan and would not be considered growth inducing. With regard to sewer services, residences and businesses in the Proposed Project vicinity currently use septic systems for treatment of wastewater. The Project

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Q-3 cont.	includes provision of a system of private sewer mains and a private on-site WTWRF. The on-site WTWRF would be a small treatment facility proposed to accommodate only the wastewater generated by the Project and would not include the processing equipment or capacity to treat effluent from other areas or future growth. As such, the WTWRF is not considered to be growth inducing.
Q-4	<p>The County appreciates the comments. However, the following information regarding the potential occurrence and assessment of the noted contaminants within the Project site is summarized from applicable portions of the EIR:</p> <ul style="list-style-type: none">• As described in Subchapter 2.9 of the EIR, Phase I and II Environmental Site Assessments (ESAs; Appendix I of the EIR) were conducted for the Proposed Project and identified the following potential sources of diesel soil contamination within the Project site: (1) an approximately 500-gallon above ground storage tank (AST) labeled "Diesel" in the central portion of the site, near the west end of Eden Valley Lane; and (2) a 200 gallon steel AST containing dyed diesel fuel in the southern portion of the site, approximately 1,500 feet southwest of the Mt. Whitney Road/Country Club Drive intersection. The associated investigations conducted as part of the Project ESAs noted that "minimal soil staining was observed" adjacent to the 200-gallon AST (with this area designated as a de minimus condition), and no staining (or other signs of discharge, such as odors or pooled liquid) was observed in association with the 500-gallon AST. Based on these conditions and subsequent (Phase II) testing at the 500-gallon AST site (which identified an historical release), the ESAs (and Subchapter 2.9 of the EIR) require standard mitigation measures including: (1) monitoring by a Registered Environmental Assessor (REA) for the potential presence of hydrocarbon contaminated soils at the 200-gallon AST; and (2) assessment of soils to identify the vertical and lateral limits of contaminated soils associated with the 500-gallon AST. Both of these measures also include standard requirements to properly test, manage, and/or dispose of any observed contaminated soils at a licensed facility in accordance with San Diego County Department of Environmental Health requirements. Because any diesel contamination at the noted ASTs would be confined to adjacent soils and limited in extent, the noted monitoring, assessment and (if applicable) management/disposal requirements are standard in nature as noted, and would result in all applicable diesel-contaminated soils being removed from the site for proper disposal as described. As a result, no significant potential water quality (or other) issues related to diesel-contaminated soils would be associated with implementation of the Proposed Project.• The Project ESAs identified one occurrence of on-site fertilizer, consisting of an open box of fertilizer within the on-site avocado grove, measuring "...approximately 2 feet by 1.5 feet..." Based on

<p>Q-4</p>	<p>the limited number and size of observed on-site fertilizer occurrences as noted, the associated ESA concluded that this represents a de minimus condition, and no associated recognized environmental concerns (RECs) were identified. The ESA also notes that “This material should be removed from the Site and disposed of properly.” Because no REC was identified in association with the described fertilizer occurrence, no associated mitigation was required, although it should be noted that the removal and proper disposal of this material would occur as part of the standard grading operations described in Subchapter 1.2 of the EIR. As a result, no significant potential water quality (or other) issues related to fertilizer-contaminated soils would be associated with implementation of the Proposed Project.</p> <ul style="list-style-type: none"> • The Project ESAs included investigations related to the past use and potential residual occurrence of agricultural-related pesticides on the Project site. The results of these efforts indicated the following results: (1) records search results received from the County of San Diego Department of Agriculture, Weights and Measures identified historical pesticide use in association with agricultural activities in the western portion of the site; (2) site investigation, including field reconnaissance, record search and interviews with site owners/operators, confirmed the previous on-site use of agricultural-related pesticides; and (3) based on the noted results in items 1 and 2 (and related recommendations in the Project Phase I analyses), Phase II testing was conducted in associated portions of the site for organochlorine pesticides (OCPs) and arsenic, with the resulting conclusions indicating that “Arsenic and OCPs were not detected at or above the laboratory reporting limits...” in applicable areas, “... it does not appear that OCPs...have impacted soil at the Site...” and “No additional assessment is warranted at this time.” <p>It should also be noted that EIR Section 3.1.3 of the EIR identifies a number of Project Design Features intended to limit and/or control the use of chemical pesticides, herbicides and fertilizers in association with Project implementation, in conformance with applicable regulatory standards (e.g., the CWA/National Pollutant Discharge Elimination System). Specifically, these include measures related to landscaping and Integrated Pest Management, with additional information provided in Response K-44.</p> <p>Based on the above information, no significant potential water quality (or other) issues related to chemical pesticides would be associated with implementation of the Proposed Project.</p>
<p>Q-5</p>	<p>The County appreciates the comment. Section 3.1.3 of the EIR outlines applicable groundwater quality data for the site and vicinity, and concludes that “...from... local aquifer and well data..., as well the use of local groundwater for on-site agricultural irrigation, groundwater quality in the Project site and immediate vicinity is anticipated to be generally moderate to good.” This comment is correct in noting that “...</p>

COMMENTS

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Q-5
cont. the water table in the area is typically between 6 and 11 feet...” (as stated in Section 3.1.3 of the EIR), however, as stated in Subsection 3.1.3.2 of the EIR, the construction work and the on-going occupancy of the new homes will not result in significant impacts to groundwater:

Potential Project-related water quality impacts are associated with both short-term construction activities and long-term operation and maintenance. Project-related activities that could potentially result in direct effects to groundwater quality are limited to the percolation of Project related surface runoff and associated pollutants (e.g., in pervious portions of the proposed storm drain system). Accordingly, the following assessment of potential water quality impacts is applicable to both surface and groundwater resources.

The referenced analysis provides a detailed assessment of potential short-(construction) and long-term (operational) water quality impacts from the Proposed Project, and concludes that all potential impacts to surface water (and thus groundwater) quality from Project implementation: “...would be less than significant prior to mitigation, based on the implementation of identified proposed design measures and conformance with applicable regulatory requirements.” (See Response Q-2 for additional information on Proposed Project conformance measures.)

Q-6 The comment notes increased risk of erosion resulting from recent fires. In existing conditions, no erosion controls or storm water treatment measures are in place nor required to prevent erosion and discharge of pollutants from recently burned areas. Potential erosion of burned areas would be reduced by construction of the Project, since the Project would comply with strict erosion control requirements during construction through the implementation of a Storm Water Pollution Prevention Plan. Post-construction, as mentioned in Response Q-2, the Project would implement bioretention facilities to remove pollutants from storm water prior to discharge from the Project site. Additionally, graded slopes would be stabilized by irrigated landscaping, which would be resistant to damage during a wildfire.

June 15, 2015

Drought and Water Supplies to Prevent and Suppress Wildfire Occurrences

Q-7 Given the direction the State is headed in with water supply restrictions, the DEIR should be redrafted to comprehensively address the practical consequences of the Governor’s emergency drought declaration. This will relate to both water quality and to available water quantities because there may be insufficient water to fight fires in the area. In addition, there needs to be guaranteed water (and money to pay for it) available for maintaining fuel buffer zones, etc.

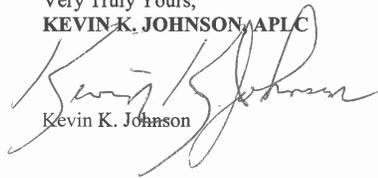
Q-8 SELC opposes any development which potentially creates greater risks of wildfire occurrence and greater risks of wildfire events becoming more damaging and durable in the watershed. The burning of large habitat areas often creates major run-off and erosion issues which in turn affect water quality and flow.

Q-9 We note also that the FPP’s treatment of evacuation issues is limited at best. One key concern in this area is whether existing residents and farm animals can get out of the area and not stop responders from coming in and fighting any on-coming fire. Such interference, which is very predictable without detailed contingency planning, can result in fires burning longer and destroying more habitat/watershed.

Q-10 In this regard, the DEIR needs to fully address the fact that “first responders” to a fire event will not likely be available if there are other fires in the region. In that circumstance, who is going to, for example, direct an evacuation effort? In order to look meaningfully as this problem, the DEIR should specifically exam a reasonable range of places where a fire can start, how quickly it will arrive and how long, realistically, it will take to evacuate.

Thank you for the opportunity to comment on the DEIR.

Very Truly Yours,
KEVIN K. JOHNSON, APLC



Kevin K. Johnson

Q-7 The comment concerns current water restrictions and the availability of water for fire-fighting. See Responses C-2, C-3, C-5 and K-99 regarding the Project’s consistency with the Rincon MWD Water Master Plan, which specifically includes increased water supply for fire-fighting.

Q-8 The provisions in the Project’s FPP (Appendix L) would increase fire safety and reduce the spread of wildfires within Eden Valley by providing fuel modification zones which would serve as fire breaks. Regarding run-off and erosion control issues after a wildfire, please refer to Response Q 6.

Q-9 The comment concerns fire evacuation. See Topical Response: Fire/ Evacuations.

Q-10 The comment concerns fire evacuation. See Topical Response: Fire/ Evacuations.

COMMENTS

RESPONSES

From: [Anna Hoover](#)
To: [Ehsan, Beth](#); [Loy, Maggie A](#)
Cc: [Ebru Ozdil](#); [Andrea Fernandez](#); [Michele Hannah](#)
Subject: Pechanga Tribe Comments on the DEIR for the Valiano Project
Date: Monday, June 15, 2015 11:19:41 AM

Dear Ms. Ehsan;

R-1 These comments are written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, “the Tribe”), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the “Project”). If you have not done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

R-2 The Tribe submits these comments concerning the Project's proposed impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe has reviewed the Draft Environmental Impact Report (DEIR) for this Project. The Pechanga Band supports the mitigation measures as provided in Subchapter 2.5 and 7.1.5 with a few revisions.

R-3 M-CR-2(3): We strongly support the preservation and avoidance of CA-SDI-17,506 as any destruction to sensitive, nonrenewable cultural sites is not only a cumulative impact but a loss to both Tribal and California history. We request that the Developer make all attempts to preserve and protect this site.

R-4 M-CR-2(7): We suggest that this measure refer to M-CR-2(11), requiring all cultural materials and archaeological resources, with the exception of human remains/grave goods and ceremonial/sacred items, be collected and transferred to an appropriate curation facility.

R-5 M-CR-2(8): The Tribe believes that the Native American representatives must also be required to assist with the significance determination should inadvertent finds be identified. Tribes are better suited and often more aware of their cultural resources and their uses than archaeologists. By eliminating the opportunity for a tribal representative to participate in the significance determination of their resources, the County is eliminating the importance of tribal participation and knowledge regarding their tribal values entirely. Additionally, the Native American representatives must be allowed to participate in the development of all data recovery plans and the proposed mitigation for such resources.

R-6 The Pechanga Band further supports any comments and requests made by the San Luis Rey Band of Mission Indians as they participated in all aspects of the environmental document and CEQA process.

R-7 The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

R-8 The Pechanga Tribe thanks the County of San Diego for consulting with the Tribe and appreciates the continued communication. Please contact me at the below information should you have any comments or questions.

R-1 The comment is introductory in nature and is not at variance with the environmental document. No further response is required.

R-2 The comment is not at variance with the environmental document. No further response is required.

R-3 The commenter strongly supports the preservation and avoidance of CA-SDI-17506. The comment is not at variance with the environmental document. No further response is required.

R-4 Mitigation Measure M-CR-2(7) requires the curation or repatriation of isolates and or non-significant deposits and allows for collection of artifactual materials by the Native American monitor should they not be collected by the Project Archaeologist. Mitigation Measure M-CR-2(11) also provides for either curation or repatriation of artifactual materials whether the site is determined significant, not significant, or is an isolate.

R-5 Mitigation Measure M-CR-2(a-8, b-5) has been revised to include both the Luiseno and Kumeyaay Native American monitors in significance determinations and in the development of any Research Design and Data Recovery Program for identified resources. Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

R-6 The commenter supports the comments and requests made by San Luis Rey Band of Mission Indians. No further response is required.

R-7 Comment noted reserving the right to participate in the environmental review process and provide further comments.

R-8 The comment provides the letter closing paragraph and is not at variance with the environmental document. No further response is required.

COMMENTS

RESPONSES

Thank you,

Anna M. Hoover
Cultural Analyst
Pecharanga Band of Luiseno Mission Indians
P.O. Box 2181
Temecula, CA 92593

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San Diego County Archaeological Society, Inc.

Environmental Review Committee

11 June 2015

To: Ms. Maggie Loy
Department of Planning and Development Services
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, California 921123

Subject: Draft Environmental Impact Report
Valiano Specific Plan
PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001,
PDS2013-TM-5575, PDS2013-STP-13-003, PDS2014-MUP-14-019,
Log No. PDS2013-ER-13-08-002

Dear Ms. Loy:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its Appendix F, we have the following comments:

- 1. The first full paragraph on page 2.5-4 of the DEIR states that, for eight sites, "their research potential has been fulfilled through documentation, as well as curation of artifacts." Likewise, Section 2.5.3 (Cumulative Impact Analysis) of the DEIR states, on page 2.5-12, that "For sites considered less than significant, the information is preserved through recordation, test excavations and preservation of artifacts." The last paragraph on following page also states that curation will occur. And page 2.5-14, still in Section 2.5.3, further states that "impacts to the on and off-site locations have been mitigated through their documentation, curation of cultural material collected, and archiving information so it will be available for future researchers." We have confirmed that no artifacts from those sites have been curated to date at the San Diego Archaeological Center. Please advise if and where they have been curated and, if they haven't yet, the appropriate cultural resource management firm must be required to do so immediately. Please note that this material is not burial-related and is not being curated as part of any mitigation measures included in Section 2.5.4 of the DEIR, which, as drafted, allows for an alternative to curation.
- 2. Mitigation Measure M-CR-2 in Section 2.5.5 of the DEIR in two places permits repatriation of entire prehistoric collections "to a Native American Tribe of appropriate affiliation." As the County is aware, SDCAS absolutely agrees with the repatriation of any human remains

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

S-1

S-2

S-1 Mitigation in the form of the disposition of artifacts (curation or repatriation) is not required until prior to Final Grading signoff. No changes were made to the EIR as a result of this comment.

S-2 According to the Native American community, cultural values are specific to the individual group. As such, it cannot be assumed that curation is the culturally sensitive method for the disposition of artifacts.

The concern of the commenter related to "yet-to-be-developed methods and techniques" is speculative. CEQA (§15125) requires that resources

COMMENTS

RESPONSES

S-2
cont.

and associated burial goods, but believes that all other cultural material recovered must be curated at a facility, Tribal or otherwise, meeting the standards of 36CFR79 in order for the mitigation of impacts to be complete. Only in that way is the possibility for future re-evaluation of the analysis, using yet-to-be-developed methods and techniques, maintained, while also maintaining their availability for access by the cultural groups involved.

S-3

3. Even within the County's current approach to allow that repatriation, Section 2.5.5 is inconsistent. Paragraph b.10, on page 2.5-20, includes the full wording from page 11 of Appendix F to the DEIR's cultural resources appendix, including the wording "as determined by agreement among the Tribes, the Principal Investigator, and County staff." However, paragraph a.11, on page 2.5-17, omits that quoted wording. It needs to be added to make it clear that the decision to repatriate requires agreement among all parties.

S-4

4. Other than the above, we agree with the impact analysis and mitigation measures as proposed.

SDCAS appreciates the opportunity to participate in the public review of this project's environmental documents.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: Helix Environmental
Brian F. Smith & Associates
SDCAS President
File

S-2

be evaluated at the time that the notice of preparation is published (baseline) and does not require the curation of artifacts for future re-evaluation. The scientific information acquired during the evaluation of cultural resources is provided in cultural studies which are required to be submitted to a local repository for archival purposes (Mitigation Measure M-CR-2 [a-13, b-10]). As such, the scientific value is retained through information provided in the cultural study and there are no unmitigated impacts. No changes were made to the environmental documentation as a result of this comment.

S-3

Mitigation Measure M-CR-2 (a-11) is revised to include the text, "as determined by agreement among the Tribes, the Principal Investigator, and County staff" to the end of the first paragraph. Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

S-4

The comment states an overall conclusion and is not at variance with the environmental document. No further response is required.

SAN LUIS REY BAND OF MISSION INDIANS

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760-724-8505 • FAX 760-724-2172
www.slrmissionindians.org*

June 15, 2015

Beth Ehsan
Project Manager
Department of Planning & Development Services
County of San Diego
5510 Overland, Ste. 310
San Diego, CA 92123

VIA ELECTRONIC MAIL
Beth.Ehsan@sdcounty.ca.gov

RE: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE VALIANO SPECIFIC PLAN (PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002)

Dear Ms. Ehsan:

We, the San Luis Rey Band of Mission Indians (“Tribe”), have received and reviewed the County of San Diego’s (“County’s”) Draft Environmental Impact Report (“DEIR”) and all of its supporting documentation as it pertains specifically to the protection and preservation of Native American cultural resources that may be located within the parameters of the Valiano Specific Plan’s (“Project’s”) property boundaries. While the Tribe acknowledges the County’s commitment to the preservation and protection of our Native American cultural resources, the Tribe believes that with the incorporation of additional measures of mitigation and/or modifications to the existing measures of mitigation for cultural resources as proposed in this comment letter, the Project should be allowed to proceed as proposed.

As you are aware, we are a San Diego County Tribe whose traditional territory includes Camp Pendleton, the current cities of Oceanside, Carlsbad, Vista, San Marcos and Escondido, as well as the unincorporated areas of northern San Diego County, such as the communities of Valley Center, Fallbrook and Bonsall. The Tribe is resolute in the preservation and protection of cultural, archaeological and historical sites within all these jurisdictions.

It is the Tribe’s understanding that the Project proposes a residential development of 326 homes on 238 acres. The site is located in the Eden Valley area within the San Dieguito Community Planning Area of unincorporated San Diego County, between the cities of San Marcos and Escondido (“Project Site/Area”). The Project would include 277 single-family lots and 12 detached condo lots including 49 homes. Up to 54 of the lots could accommodate second dwelling units. Proposed open space lots and easements include 36.5 acres of agricultural open space and 28.2 acres of biological open space, as well as fire clearing zones. Proposed lot sizes range from 5,630 square feet to 1.6 acres. The Project would take access from Eden Valley Lane,

T-1 The comment is introductory in nature and is not at variance with the environmental document. No further response is required.

T-1

COMMENTS

RESPONSES

T-1
cont.

Mount Whitney Road, and Country Club Drive, with emergency access to Hill Valley Drive. In addition, proposed grading is 928,000 cubic yards of balanced cut and fill. The Project would also include public multi-use trails, smaller private trails, public and private parks, and a private equestrian center open to the public. As the County is aware through the DEIR assessment and the multiple consultations with the Tribe via SB 18, this area is of great cultural importance to the Tribe and the Luiseño people.

Although the majority of the Tribe’s concerns are addressed within the DEIR to SLR’s satisfaction, several concerns still remain for the Tribe that the Tribe would like the County to address.

I. SLR STRONGLY RECOMMENDS AND REQUESTS THAT ADDITIONAL MEASURES OF MITIGATION BE ADOPTED BY THE COUNTY IN ORDER TO LESSEN ANY ADDITIONAL NEGATIVE IMPACT TO OUR KNOWN NATIVE AMERICAN CULTURAL RESOURCES.

The Tribe strongly recommends and requests that the current mitigation measures be amended and additional measures of mitigation be adopted by the County in order to lessen any additional negative impact to our known Native American cultural resources.

A. The Tribe Must Be Consulted If A Significant Cultural Resource And/or Unique Archaeological Resource Is Discovered During Ground Disturbing Activities.

If a significant cultural resource and/or unique archaeological resource are unearthed during ground disturbing activities for this Project, the Tribe respectfully requests that they or their represented Luiseño Native American monitor be notified and consulted with in regards to the respectful and dignified treatment of those resources. This request currently is incorporated in M-CR-2(b)(5), however it is not incorporated in M-CR-2(a)(8). Specifically, M-CR-2(b)(5) states, “The Principal Investigator in coordination with the Native American monitor(s) shall consult with the County staff archaeologist to determine the significance of the discovered resource.” Whereas, M-CR-2(a)(8), does not contain the same language but rather provides that the Principal Investigator’s coordinate with the Native American monitor(s) in determining the level of significance of our Native American cultural resources. SLR prefers and recommends that the County incorporate the latter mitigation language as the final mitigation language. Therefore, please amend M-CR-2(a)(8) to be reflect the same language and intent of that which is discussed and expressed in M-CR-2(b)(5).

B. When Suspected Native American Remains Are Unearthed, Those Remains Should Remain In Situ And Protected Until The Most Likely Descendant Can Be Determined By The Native American Heritage Commission.

The Tribe acknowledges and supports the language contained within M-CR-2(a)(9) and M-CR-2(b)(7); however, the Tribe requests that in addition to conforming to California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98, any

T-2

Mitigation Measure M-CR-2 (a-8, b-5) is revised to include the text, “The Principal Investigator, in consultation with the County staff archaeologist and the Luiseno and Kumeyaay Native American monitors shall determine the significance of the discovered resources”. Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

T-2

T-3

T-3

Should human remains be discovered, the Project is conditioned to stop all work in the area and no further disturbance shall occur until the County Coroner makes the necessary findings as to origin. The decision to leave the human remains in place or transport to the Coroner’s lab is determined by the Coroner. As such, the Project cannot be conditioned to require the Coroner to travel to the site of discovery to make their analysis. The analysis of human remains is under the auspices of the office of the County Coroner and it is up to them to decide whether a forensic anthropologist is required and whether coordination with the Most Likely Descendent (MLD) will be necessary. Human remains must be evaluated by the Coroner in order to determine whether the NAHC needs to be contacted to identify a MLD. The Project is conditioned to

COMMENTS

RESPONSES

T-3
cont.

suspected Native American remains be kept in situ and that a forensic anthropologist perform their examination of the remains on-site in the presence of the Native American monitor(s). Any transportation of the ancestral remains would be considered by SLR to be disrespectful and undignified treatment. Therefore, the Tribe requests that in addition to the strict adherence to the protocol stated in the California Health and Safety Code Section 7050.5 and California Public Resource Code Section 5097.98, the Final EIR reflect that if Native American remains are discovered, the Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and that the analysis of the remains occur only on-site in the presence of the Native American monitor(s).

T-3
cont.

follow Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 that requires consultation between the property owner or their representative and the MLD to determine the appropriate treatment of human remains should they be discovered on site and determined to be of Native American origin. No changes were made to the environmental documentation as a result of this comment.

T-4

C. Prehistoric And Historic Native American Cultural Resources Need To Be Returned To The Appropriate Tribe For Repatriation Purpose And Not Subject To Curation.

Currently, M-CR-2(a)(11)¹ and M-CR-2(b)(10)² state that prehistoric Native American cultural resources that have been collected during the Project may be repatriated to a Native American Tribe of appropriate affiliation. However, historical cultural resources are only to be curated. SLR respectfully requests that all Native American historical cultural resources (those cultural resources which would have been utilized and/or created post-European contact) be allowed to be repatriated to a Native American tribe of appropriate affiliation and not required to be curated at a curation facility. These resources must still be treated with the dignity and respect they deserve and the tribes must be allowed to repatriate them in accordance with their traditions and beliefs.

T-4

The EIR has been revised to identify that both prehistoric and historic Native American cultural material may alternatively be repatriated (Mitigation Measure M-CR-2[a-11, b-10]). Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

Moreover, SLR respectfully requests that the language in M-CR-2(a)(11) and M-CR-2(b)(10) be modified and/or amended to be consistent with one another. SLR specifically requests that the following statement be applied in the place of the existing mitigating statements: "Alternatively, the prehistoric and historic Native American cultural material collected may be repatriated to a Native American Tribe of appropriate affiliation, as determined by agreement among the interested tribes, and/or as determined by the Native American Heritage Commission if such cultural materials are deemed burial goods."

T-5

D. Any And All Reports Created For The Benefit Of The County Shall Be Shared With The San Luis Rey Band Of Mission Indians And Any Other Interested Tribe.

M-CR-2(a)(13) and M-CR-2(b)(10) require a report to be created by the Project Archaeologist and submitted to the County regarding the discovery of Native American cultural resources. SLR respectfully requests that such report(s) be made provided to SLR and any other interested tribe(s) for tribal purposes.

T-5

The EIR (Mitigation Measure M-CR-2[a-13, b-10]) has been revised to require that a copy of the final report for the Archaeological Monitoring Program and Pre-Grading Survey be provided to the San Luis Rey Band of Mission Indians and any culturally affiliated Tribe who requests a copy. Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

¹ M-CR-2(a)(11) states, "Alternatively, the prehistoric cultural material collected may be repatriated to a Native American Tribe of appropriate affiliation."

² M-CR-2(b)(10) states, "Alternatively, the prehistoric cultural material collected may be repatriated to a Native American Tribe(s) of appropriate affiliation, as determined by agreement among the Tribes, the Principal Investigator, and County staff."

E. Data Recovery Should Only Be Deemed Appropriate If The Negative Impact To The Cultural Resource(s) Are Not Feasibly Avoidable And/Or They Cannot Be Relocated To Another Location For Their Protection And Preservation.

As a mitigation measure, issuance of a data recovery should only be deemed appropriate if the negative impact to the cultural resource(s) cannot be avoided, they cannot be relocated to another location for their protection and preservation, and/or an appropriate and respectful “capping” of the sacred site cannot occur. Currently, M-CR-2(a)(8) and M-CR-2(b)(5) state that a Research Design and Data Recovery Program shall be prepared to mitigate impacts to significant cultural resources, including but not limited to, unique cultural resources, non-unique cultural resources and Sacred Sites if avoidance measures are not feasible. Within those mitigation measures it further states that,

The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) unique cultural resources pursuant to CEQA §21083.2(g) or for Sacred Sites as the preferred option (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible, and (3) data recovery for non-unique cultural resources.

To make this portion of the aforementioned mitigation measures more clearly reflect when a Research Design and Data Recovery Program should be permitted, SLR proposes the following modifications to M-CR-2(a)(8) and M-CR-2(b)(5): (1) remove the above-quoted language from the mitigation measure; and (2) insert in its place the following:

If the cultural resource is deemed to be significant in accordance with the previously provided mitigation measures and (1) the cultural resource, whether a unique cultural resource, non-unique cultural resource or Sacred Site, cannot be feasibly avoided pursuant to CEQA §21083.2(g) from being negatively impacted, and/or (2) the cultural resource cannot be relocated to another location within the property whereby it will be protected from negative impacts and preserved in perpetuity and/or (3) the cultural resource cannot be “capped” in an appropriate and respectful manner as determined through consultation with the Principal Investigator, Native American monitor(s) and the County Archaeologist, then a Research Design and Data Recovery Program shall be prepared by the Principal Investigator to mitigate those impacts, in coordination with the Native American monitor(s), and approved by the County Archaeologist. Avoidance is the preferred mitigation measure of the County.

SLR is very concerned that without modifying the current language contained within both mitigation measures, a lack of clarity will prevail. Moreover, the Tribe is concerned about any language allowing for development over an area that has been “capped” for cultural resource protection and preservation purposes. Allowing development above a “capped” area must be done on a case by case situation. SLR is opposed to the allowance of development over capped cultural resources if those

T-6

As identified in response T-2 above, the Principal Investigator is required to consult with the Native American monitor(s) and the County staff archaeologist to determine the significance of previously unidentified resources. CEQA Guidelines Section 15126.4(b.3.A) states that “preservation in place is the preferred manner of mitigating impacts to archaeological sites.” CEQA Guidelines Section 15126.4(b.3.B) identifies the following as measures in which to preserve sites: (1) planning construction to avoid archaeological sites, (2) incorporation of sites within parks, greenspace, or other open space, (3) covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site, and (4) deeding the site into a permanent conservation easement. Based on the commenter’s request to include the relocation of resources and their concern for all cultural resources, Mitigation Measures M-CR-2(a-8, b-5) has been revised to include the following language:

The Research Design and Data Recovery Program shall include (1) reasonable efforts to preserve (avoidance) all cultural resources as the preferred option, (2) relocation of resources to open space, parks, or green space should avoidance be infeasible, (3) the capping of significant cultural resources and placement of development over the cap, if avoidance or relocation is infeasible, and (4) data recovery for non-unique cultural resources should avoidance or relocation not be feasible.

These mitigation measures include the requirement that should a Research Design and Data Recovery Program be required, that it be developed in consultation with the Native American monitor(s). Changes were made to the EIR as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

T-6

COMMENTS

RESPONSES

T-6
cont.

resources are of spiritual and/or cultural importance, such as, but not limited to, burials and/or ceremonial sites. Therefore, SLR requests that no language be placed within the mitigation measure allowing for development on areas that have been "capped." SLR is supportive, however, of the County requiring a data recovery for CEQA non-unique cultural resources if avoidance, resource relocation and/or capping are not feasible options to the resources destruction.

F. Only "Clean Fill" Should Be Utilized During This Project

T-7

Lastly, the Tribe is opposed to any undocumented fill being used during the proposed development. In the event the "fill" will be imported into the Project area, the Tribe requests that any proposed use of fill be clean of cultural resources and documented as such. It has been a practice of many in the construction profession to utilize fill materials that contained cultural resources from other "unknown" areas thereby contaminating the potential cultural landscape of the area being filled. This type of fill material is unacceptable. Moreover, if fill material are to be utilized from areas within the Project boundaries, then we ask that that fill be analyzed and confirmed by an archeologist and/or Native American monitor that such fill material does not contain cultural resources. A requirement that fill material be absent of any and all cultural resources should therefore be included as an additional mitigation measure of the Final EIR.

II. CONCLUSION

T-8

The San Luis Rey Band of Mission Indians appreciates this opportunity to provide the County of San Diego with our comments and recommendations on the Valiano Specific Plan. The Tribe hopes the County will adopt the mitigation measures for Cultural Resources as herein requested and that they will appear in the Final EIR. As always, we look forward to working with the County to guarantee that the requirements of the CEQA are rigorously applied to this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,



Merri Lopez-Keifer
Chief Legal Counsel

cc: Melvin Vernon, Tribal Captain
Carmen Mojado, Secretary of Government Relations and President of Saving Sacred Sites

T-7

The Project conditions have been expanded to include the requirement that the use of fill soils, whether from on-site or off-site sources be clean of cultural resources. Changes were made to the environmental documentation as a result of this comment, but the changes are merely clarifications and not significant new information under CEQA.

T-8

The comment is a conclusion paragraph and is not at variance with the environmental document. No further response is required.

COMMENTS

RESPONSES

Ehsan, Beth

From: Betty Anderson <bettypageanderson@yahoo.com>
Sent: Monday, June 15, 2015 3:01 PM
To: Ehsan, Beth; Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Betty Anderson; Fitzpatrick, Lisa
Subject: Valiano Draft EIR - Please keep it rural!

To: County Planning and Development Services (PDS) Staff:

U-1 . My name is Betty Anderson and up until the time of the Coco's Fire last year, I have lived in Harmony Grove since 2008. Unfortunately, I lost my home and all its belongings due to the fire on May 15, 2014. I currently live in a rental home in Escondido and plan on rebuilding my home in Harmony Grove at 2925 Grandview, Escondido, CA, 92029.
I am writing to you today regarding the Draft EIR for the Valiano project and ask you to not allow the proposed increased density.

U-2a Our community plan calls for a rural community with rural zoning and a rural environment. The applicant claims it is a semi-rural development with rural themes. Their vision includes houses tightly clustered together, small lots, a sewage plant, 20-50 foot retaining walls, street lights and cul-de-sacs. This does not come close to rural, in my opinion. My definition of rural is wide open spaces (acreage, not square footage) and a horse friendly environment. Our community plan calls for septic, not sewage treatment plants (again, not rural).
U-2b

U-3 I am very concerned about the impacts that this project will have on my safety and those of my community.
This area is only zoned for 118 houses. Valiano is proposing 326 houses with a possible increase to 350 houses if "secondary dwelling" houses are allowed. This will make evacuation a very difficult proposition. I am concerned about any future fires and the plans for evacuation of people and horse trailers. Country Club Rd, Harmony Grove Rd and Elfin Forest Rd are only two lane roads, which is way too narrow to accommodate all these cars during an evacuation, not to mention fire prevention vehicles. Traffic bottlenecks at Kuauna Loa and Country Club Rd and also at San Elijo Hills Rd and Elfin Forest Rd. The Sprinter closes off Auto Parkway when it goes by. Citracado Parkway does not go all the way through to the 15 freeway.

U-4 The new proposed construction calls for a large amount of blasting and grading for a period of at least 2 years. My community was negatively affected by the blasting that was done for the Harmony Grove Village development. The blasting caused my home to rumble, my pets were anxious and Harmony Grove Rd traffic was stopped for periods of time. It was quite disturbing to hear the blasting.
I thank you for your time and consideration of not allowing increased housing for the Valiano project. Please, keep it rural.

U-1 The comment is introductory in nature. Your request for denial of the proposed increased density is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

U-2a As the comment states, the Community Plan includes goals for maintaining a rural community. The Project maintains rural character while implementing semi-rural zoning through implementation of the Specific Plan which is based on the noted rural themes as well as the proposed land use designation. The "SR" portion of the SR-0.5 land use designation in the County is an abbreviation for "Semi-rural." The existing land use designation is also semi-rural (SR-1 and SR-2). The rural themes relate to incorporation of horse properties in Neighborhoods 3 and 5, facilities conducive to riding and use of the horse trails in the southeastern portion of the Project in Neighborhood 5, incorporation of bridle trails along Project roads, including three-rail equestrian fencing, use of decomposed granite trails with only limited sidewalks, retention of open space elements/easement on Project parcels, etc.

The following paragraphs respond to the specific (non-rural) elements the commenter mentions. The clustered, or smaller, footprint upon which Project development is proposed would in large part retain more open views to undeveloped area than spacing homes on larger lots within the Project parcels. This is because large-lot properties often convert square footage to hardscape areas (e.g., tennis courts, pools, large vehicle parking, etc.) and also often convert potential habitat areas to landscaping. As a result, although large lot homes provide for facilities such as barns and residentially related grove trees, walls and fences, they also create a patchwork of varied development that does not result in the same managed open space that a development such as Valiano is proposing. The housing density is characterized by the County as semi-rural (SR-0.5) and is therefore not considered high density. The consolidation of the development footprint additionally contributes to preservation of open space, enhancing visual relief from the built environment, as well as retained wildlife and biological habitat.

U-2a
cont.

If the Project is approved, and the sewage treatment scenario chosen is the full on-site wastewater treatment and water reclamation facility (WTWRF), the entire footprint of the WTWRF would be smaller than 0.4 acre, which would include ponds and the small structure. As described in Subsection 1.2.1.1 of the EIR in the discussion of “Wastewater Treatment and Water Reclamation Facility, architectural design would include a building not to exceed 20 feet in height and which would be designed to mimic rural ranch styling. As further described in Subchapter 2.1, Subsection 2.1.2.1 under the discussion of “Massing and Scale”:

...the WTWRF would be setback from Country Club Drive by approximately 20 feet and would be sited at an elevation of 626 amsl, while the abutting portion of Country Club Drive is at approximately 634 feet amsl. The buildings would be one story, ranging from 15 to no higher than 20 feet... and design would reference barn structures.... All mechanical equipment would be housed within buildings or noise-attenuating covers and the basins would be between four and eight feet in height, which would keep their highest features level with or below the road bed. Incorporation of the above-noted architectural design features would create a facility resembling an out-building cluster of barn structures, which would not be visually dominant. Furthermore, the WTWRF would be partially shielded by Proposed Project landscaping between the facility and Country Club Drive, as shown on Figures 1-24 and 1-25.

The retaining walls proposed for the Project would range in height from 2 to 20 feet. No walls would exceed 20 feet in height. One wall, 523 feet in length would be primarily located at the back of lots 158, 159 and 160. A portion of that wall would extend northeasterly along the western boundary of the detention basin lot north of Lot 158. All other walls would be lower, and most such walls would be located behind residences or vegetation, which would obscure them from off-site viewers.

Street lights have been minimized to the extent possible while still considering safety concerns in this rural and semi-rural portion of the County where people walk, bike and ride horses along roads that also support motorized vehicles. As stated in the EIR, such lighting also must comply with the County Light Pollution Code (commonly referred to as the “Dark Sky Ordinance”). Lights must be shielded so that light is focused downward, and light “spill,” or the extent to which light can fall onto abutting properties, is also tightly controlled. As described in EIR Subsection 2.1.2.7 in a more lengthy discussion, “There would not be any potential for light spill onto adjacent properties.”

Generally, repetitive grid patterns would be considered urban in nature, while shorter streets with cul-de-sacs (required for emergency vehicles such as fire trucks turn-around) are required on narrower, more rural roadways. Regardless, cul-de-sacs, as ground level street elements, are not expected to be visible from most off-site locations; and are not expected to draw the eye as a primary view element in any case. They would therefore not be expected to affect the overall impression of

COMMENTS

RESPONSES

U-2a cont.	<p>development nature.</p> <p>According to the County's General Plan Table LU-1, Land Use Designations and Compatible Regional Categories, the definition of "rural" is one home per 20, 40, or 80 acres. The existing area neighborhoods, therefore, are not rural by definition. The Project does contain horse-friendly elements contributing to a "horse friendly environment." Equestrian uses in the southeast corner of the Project would be continued. The Project also would promote equestrian use through the provision of an equestrian trail head area, and multi-use trail network. Neighborhoods 3 and 5 would provide lots that would accommodate horses within the County's animal keeping guidelines. Views into these portions of the site would include horse paddocks, and horses using the proposed workout ring schematically represented in EIR Figure 1-12.</p>
U-2b	<p>Please see Topical Responses: Septic, and General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, as well as Response G-7 for discussion of the EFHGCP policy dealing with septic systems.</p>
U-3	<p>The comment raises fire safety issues with evacuation. This issue is discussed in Topical Response: Fire/Evacuations. With regard to the concern of the SPRINTER's impacts on evacuation through Auto Parkway, LLG has reviewed the intersection for delay with operation of the SPRINTER to determine headways, cycle lengths, and intersection operations. According to LLG's review, the SPRINTER headways are currently 30 minutes on weekdays between 4:06 AM and 9:21 PM. The current headways mean the SPRINTER services affect the intersection operations every 15 minutes or 4 times every hour (2 trains eastbound and 2 trains westbound per hour). There are 36 signal cycles during a typical hour at the Nordahl Road / Auto Park Way / Mission Road intersection based on the average peak hour cycle length of 100 seconds. Therefore, the SPRINTER only affects the signal operations in 4 of the 36 cycles during a typical hour (4 times per hour). This SPRINTER effect frequency represents 11 percent of the signal cycles for which LLG determined a separate analysis assuming the SPRINTER is present was not warranted. All routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency. Delays are inherent in the state of emergency and the safety personnel have taken such delays into account as well as alternate traffic control decisions (e.g., the SPRINTER line) when the evacuation notices are delivered to specific areas and residents within each area.</p> <p>In addition, note that the existing General Plan designation would allow 137 homes, not 118.</p>
U-4	<p>The comment refers to the impacts of blasting. Blasting would be a small part of the two year grading operation. This issue is discussed in Response K-149a.</p>

COMMENTS

RESPONSES

Sincerely,
Betty Anderson
1726 Tobacco Rd
Escondido, CA 92026
760-315-2216

cc: County Planning Commission
County Board of Supervisors
San Dieguito Planning Group
Elfin Forest/Harmony Grove Town Council

COMMENTS

RESPONSES

Ehsan, Beth

From: Eric Anderson <erictanderson02@yahoo.com>
Sent: Monday, June 15, 2015 4:00 PM
To: Ehsan, Beth
Cc: J. Arsvaud; Horn, Bill
Subject: Valiano DIER Cumulative Agriculture impacts

Dear Beth Ehan

I would recoment that the section of the Cumulative Impact to Farm Sites portion (page 2,3-35), Ref the Anderson TM and TPM. This project results in five 2+ acre parcels on which the established commercial nursery operation will continue. It was not terminated by the TM or TPM nor is it a condition of the Final map, in fact if you examine the TPM the ongoing uses are designed in. Some of the parcels will be sold for family estate reasons but there is nothing to stop agriculture from continuing, infact the the two acre plus sized parcels accomodate this. Something Valiano has an opportunity to do espeically on the soils areas that meet the state defintion and in San Diego are extremely rare. The agriculture onsite opportunities would continue when the projects design two acre parcels minimums. In fact a good example was a previous 4 parcel map finalized by Anderson of the same Biophilia ranch site. All continue to support ongoing commerical agriculture operations. (one of the parcels was out of commercial production over twenty years but now has a lemon grove. Very little of those sites were rated well under the normal county agriculture analysis but with the good climate in Elfin Forest, CWA service for water and the larger parcels show that the traditional county evaluation of agriculture is flawed and that the over 100 acres of agriculture sites in Valiano should contemplate additional acreage in the analysis. Some of the crops on the Anderson nursery site are no longer viable with high water costs and so the opertaion will be smaller but continue and there is no telling what the future owners will do. I hope this point is not lost on the land use consultants of Valiano. Eden Valley is a very viable location for ongiong intensive commercial agriculture and equestrian uses.

Respectfully
Eric Anderson

Farmer Elfin Forest (and point person for the Anderson family on the TPM.)

V-1a Thank you for the correction related to the status of agricultural activities associated with the Anderson TM and TPM properties. The referenced text in Subchapter 2.3 and Appendix D of the EIR has been modified accordingly.

V-1b See Responses I-42, I-43, and I-69d for information regarding potential Project alternatives with 2-acre minimum lots.

With respect to the agricultural analysis conducted for the Proposed Project, the current County Agricultural Guidelines entail using the Local Agricultural Resource Assessment (LARA) Model. The LARA Model includes the consideration of water, climate and soil quality factors (required factors), as well as surrounding land uses, land use consistency and topography (complementary factors), to determine if the Project site is an "important agricultural resource". This model, and the associated Agricultural Guidelines, represent the adopted and required methodology for evaluating agricultural resources and impacts in the County. As described in Subsection 2.3.1.3 of the EIR, evaluation of the Project site under the noted Model and Guidelines identified a total of approximately 137.2 acres of agricultural resources within the Proposed Project site, including areas used recently and/or historically for agricultural operations (orchards, row/field crops and apiary sites), as well as portions of applicable "Important Farmland" categories (as determined by the California Department of Conservation [CDC], refer to EIR Subsection 2.3.1.1, and Figures 2.3-3a and 2.3 3b). As described in the noted Agricultural Guidelines (and in Subsection 2.3.2.2 of the EIR), impacts to identified agricultural resources occur where development/disturbance of these areas overlap designated Prime Farmland or Farmland of Statewide Importance candidate soils (as designated by the CDC). As a result, approximately 13.1 acres of significant impacts were identified from development/disturbance associated with the Proposed Project. Specifically, this includes 11.6 acres of historic orchard use in the southeastern portion of the site, 0.2 acre of historic orchard use in the east-central area, and 1.3 acres of historic row/field crop production in the east-central area (with the noted impact locations shown on Figure 2.3-3 of the EIR). Appropriate mitigation to address these impacts is identified in Section 2.3.5 of the EIR, and includes the following options:

COMMENTS

RESPONSES

V-1b
cont.

(1) providing 13.1 acres of off-site mitigation through the acquisition of agricultural mitigation credits via the County Purchase of Agricultural Conservation Easement (PACE) Program; (2) providing a combination of PACE mitigation credits and establishment of on and/or off-site agricultural easements in appropriate areas encompassing CDC candidate soils and totaling 13.1 acres, or (3) purchasing off-site agricultural lands with easements totaling 13.1 acres that meet the intent of the County Agricultural Guidelines, all to the satisfaction of the Director of PDS. Based on the described agricultural analysis and requirements under the LARA model and associated County Agricultural Guidelines, the noted conclusions of approximately 137.2 acres of on-site agricultural resources and 13.1 acres of Project-related significant impacts to these resources requiring mitigation are accurate, and the analysis methodology is not considered “flawed” as suggested in this comment.

Ehsan, Beth

From: Sandra Bartsch <sandra@sbeventprod.com>
Sent: Saturday, June 13, 2015 8:05 AM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; dianne.jacobs@sdcounty.ca.gov; Roberts, Dave; ron-robbers@sdcounty.ca.gov; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; EFHGTC
Subject: Proposed Valiano Development - DRAFT EIR Comment - Opposition

To:
 San Diego County Planning and Development Services Staff:

Reference:
 Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

I am a resident of Elfin Forest and I strongly oppose the Valiano Project as proposed for the following reasons:

1. Safety in Case of Fire - Evacuation routes.

We live in an extremely fire prone area. The ability to evacuate in a quick manner when a wildfire occurs, is critical to us and our animals and frankly to our survival. The Cocos Fire that happened in May 2014 has heavily affected the Harmony Grove area and is a good example of how residents of our valley have to be able to get out quickly. I had to evacuate with my husband and 7 year old son, take our horses and other animals. As we were trying to leave the area we found that the escape route through San Elijo Hills was gridlocked (because of a mandatory evacuation order they had) so we had to turn around and go through Harmony Grove towards Escondido. Thankfully Harmony Grove Village had not been built out at that time. Once Harmony Grove Village will be fully developed, both of our evacuation routes will be heavily populated and we will have bottlenecks on both ends of our valley. It scares me to think what will happen if mandatory evacuation orders are in tact on both ends of our Valley at the same time. We may literally get trapped.

Any further increase in density on the Harmony Grove/Eden Valley side of our Valley will just contribute even more to this problem. I think allowing the Valiano Development to go forward as proposed could result in extremely dangerous and potentially life-threatening situations for residents of Elfin Forest and Harmony Grove in a fire situation like we had last May.

2. Community Character

As defined in our community plan, we are a rural community. Allowing Valiano to go forward as planned violates our community plan and would tip the scale of urban vs. rural residencies. Harmony Grove/Eden Valley could no longer be called a rural community.

3. General Plan

Many people worked very hard and very long on the County's new General Plan. It needs to be adhered to. I am aware that a General Plan allows for amendments, but I would expect that amendments are only granted under very exceptional circumstances, when there is a clear benefit or necessity to the general public and/or the environment and/or to the greater good. I do not see any justification in this case why the General Plan should be amended.

4. Traffic

The Valiano project as proposed has serious traffic implication (see also point 1 above). It has a single egress on a two lane road, Country Club Lane will be impacted to a point where we will see constant bumper to bumper like traffic.

5. Noise impact on the neighborhood and live stock

W-1 The comment raises fire safety issues with evacuation. This issue is discussed in Topical Response: Fire-Evacuations.

W-2 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis, and Responses G-6, G-7, I-7, and U-2a,.

W-3 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response M-18. United States/California law allows private property owners to pursue legal uses of their property. For developments and tentative maps, this may include proposing uses of that property that vary from projections in an existing plan following substantial submittal requirements and environmental analyses. The County's land use authority requires a complete application, staff analysis for zoning and land use, CEQA compliance, public involvement, and a recommendation to a decision making body to implement such changes.

COMMENTS

RESPONSES

- W-4 As described in the FPP, Section 2.2, Fire Access, there would be multiple egresses from the Project site (Mount Whitney Road, Eden Valley Lane, two entrances on Country Club Drive, and emergency access via Hill Valley Drive) and access to regional areas, such as north to SR 78, east to the I-15, or west towards Elfin Forest. The traffic implications are analyzed in Subchapter 2.8 of the EIR, with mitigation to reduce or avoid potentially significant impacts.
- W-5 See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting. Potential noise impacts to residents as a result of blasting are expressly addressed in EIR Subchapter 2.6, and mitigation to comply with the County Noise Ordinance identified in Mitigation Measure M-N-9. The current project cannot address noise effects from Harmony Grove Village construction.

COMMENTS

RESPONSES

W-5 cont. The noise impact on neighboring residence and their livestock during construction is unacceptable, especially considering that it has been the same neighbors that have been impacted and continue to be impacted by blasting and construction noise of the Harmony Grove Village.

W-6 6. Water Shortage and Drought
It seems counter-intuitive to allow any increase in density to the General Plan during a multi year drought when the State has announced unprecedented mandatory water conservation measures.

I trust that you will make the right decision and advise against this Project as proposed. It is wrong on many, many levels.



Sincerely,
Sandra Bartsch

7753 Camino Sereno
Escondido, CA 92029

W-6 The comment concerns water usage. See Responses C-2, C-8, C-10 and K-99 for a discussion of the proposed water usage compared to the baseline condition.

COMMENTS

RESPONSES

Ehsan, Beth

From: Jack Batchie <jackbatchie@yahoo.com>
Sent: Sunday, May 17, 2015 3:00 PM
To: Ehsan, Beth
Subject: Re: FW: Valiano Specific Plan PDS2013-SP-13-001 Notice of Public Review

Hi Beth,
Please accept the following comment regarding the Valiano Specific Plan

My wife and I are San Diego County residents living at 2958 Mount Whitney Rd. The below sentence highlighted in red is untrue. A stop sign DOES exist on Mount Whitney and was installed last year after roadwork was done on Country Club Drive to remove the curves south of the intersection at Mount Whitney.

TRANSPORTATION TRAFFIC 2.8
2.8.2.5 Unsignalized Intersections
Page 2.8-15

In accordance with County Private and Public Road Standards, a review of the sight distance standards at Project access locations on Country Club Drive shall be done and adequate sight distance meeting County standards shall be provided or a specific design exception shall be granted by DPW. **In addition, a stop sign shall be installed on Mt. Whitney Road where one does not exist today**, when warrants are met, and northbound left-turn pockets shall be installed at each of the four access locations. As a result, **impacts to unsignalized intersections under Existing Plus Project conditions would be less than significant.**

This proposal is unacceptable. The intersection **today** is a hazard for vehicles on Mount Whitney pulling out onto Country Club. Frequently vehicles travel northbound and southbound on Country Club at a high rate of speed. This present hazard will be multiplied several times with Mount Whitney in its present configuration proposed as a main thoroughfare to access the Valiano housing project. The hazard will increase even more with additional traffic on Country Club due to the Harmony Grove 700+ units housing project which is now under construction. An alternate design must be made to ensure the safety of vehicles entering the intersection from Mount Whitney Rd.

Notwithstanding, I cannot imagine the traffic problems that we will encounter at the intersection of Mount Whitney and Country Club with the intersection of Kuana Loa and Country Club being only a few hundred feet north.

Respectfully Submitted
John M. Batchie
2958 Mount Whitney Rd.

From: "Ehsan, Beth" <Beth.Ehsan@sdcounty.ca.gov>
To: Jack Batchie <jackbatchie@yahoo.com>
Sent: Thursday, May 14, 2015 9:21 AM
Subject: RE: FW: Valiano Specific Plan PDS2013-SP-13-001 Notice of Public Review

You can send them to me, at this same email address.
Thanks,
Beth

Beth Ehsan
Planning & Development Services
858-694-3103

-----Original Message-----

X-1a The comment identifies an inaccuracy in the EIR traffic section. When the Traffic Impact Analysis (TIA) and DEIR were prepared, a stop sign was not present at Mount Whitney Road. It is understood that with the Country Club Drive improvements recently completed by the Harmony Grove Village Project, a stop sign was installed controlling traffic from Mount Whitney Road. The TIA and EIR Section 2.8.2.5 has been updated with the stop sign as an existing condition. This recent improvement is consistent with the conclusions made in the DEIR and does not provide significant new information that requires recirculation of the EIR under CEQA.

X-1b The Project analysis of vehicles entering/exiting the Project access road at Mount Whitney Road, which is expected to carry 50 percent of all Project trips, was forecasted to operate at acceptable Level of Service (LOS) C or better conditions. Harmony Grove Village traffic was included in the TIA. Adequate sight distance at Mount Whitney Road is proposed applying the America Association of State Highway & Transportation Officials (AASHTO) standards. The post-Project condition of Mount Whitney Road would be improved over the existing condition and does not constitute a hazardous condition.

X-1c See Response X-1b regarding the Mount Whitney Road/Country Club Drive intersection. In addition, the Kauana Loa Drive / Country Club Drive intersection and street segment Kauana Loa Drive east of Country Club Drive were analyzed in the EIR and impacts were calculated to be less than significant.

COMMENTS

RESPONSES

From: Jack Batchie [mailto:jackbatchie@yahoo.com]
Sent: Wednesday, May 13, 2015 10:09 AM
To: Ehsan, Beth
Subject: Re: FW: Valiano Specific Plan PDS2013-SP-13-001 Notice of Public Review

Hi Beth,

I have prepared comments for the Valiano Specific Plan. Where do I email my comments ? Thank you.

Respectfully
John M. Batchie
2958 Mount Whitney Rd.

COMMENTS

RESPONSES

Ehsan, Beth

From: B Batterson <bbatterson1@gmail.com>
Sent: Sunday, May 24, 2015 8:41 AM
To: Ehsan, Beth
Subject: Proposed Valiant development

Dear Ms. Ehsan:

Since I was unable to appear in person, to the meeting regarding this issue, I would like to voice my concerns regarding the proposed Valiant development project.

Having evacuated from my home both in 2007 and last year, I am familiar with the logistics of leaving this neighborhood under a potential disaster situation. The traffic was greatly congested, taking 23 minutes for a 2.8 mile drive to reach I-15 from my home.

I can only imagine the situation now that Harmony Grove Village is nearing completion with its 400+ homes. The roads being put in will not be adequate should an evacuation emergency occur.

To go forward with yet another [Valiant] development project would further put everyone at risk under another [and most likely] occurrence to evacuate the area. Additionally, new homes require a certain number and amount of infrastructure to sustain the increased community. Schools and businesses would need to be provided in support of the increased population, for which we simply do not have the road structure to accommodate.

However, despite the serious aspects of the above, what I consider even more problematic pertains to water. To continue building in the midst of our severe lack of water, is unconscionable.

Those already established in our homes are asked to make dramatic changes, from irrigation to showers, laundry and doing dishes, in our use of this precious commodity. Not only are tens of thousands of dollars worth of landscapes being put to ruin, but our daily lives must be greatly altered in order to meet the new controls. All this is before the Harmony Grove Village homes have even been occupied. We can expect, with that new development, more schools and businesses will be needed, or need to be expanded.....and they will further add to the demand for water usage, beyond the residential use, in our drought stricken state.

To add yet another development...the Valiant project....to this already fragile situation, should be the last thing on the minds of those with any common sense.

Y-1 The comment addresses evacuation and infrastructure. See Topical Response: Fire/Evacuations regarding evacuations. The Proposed Project is located in an area that is within close proximity to major commercial and employment areas. As discussed in Subsection 3.1.7.2, the Project Applicant would pay development impact fees to affected school districts to ensure that the districts would be able to accommodate potential students. The Project would not create a need for additional schools and businesses that the road structure could not accommodate.

Y-2 The proposed water usage would be below the baseline condition, as explained in Responses C-2, C-8, C-10 and K-99.

COMMENTS

RESPONSES

Y-2
cont.

This is not a difficult decision to make...simply one of supply and demand. The demand would be *greatly* increased for a supply that is rapidly dwindling and is not expected to recover any time soon.

I hope you will relay this information...and my concerns...to those making the final decision, and to not go forward with the Valiant development project.

Thank you.

Best regards,
B.W. Batterson

B.W. Batterson

M.S., M.A.

BBatterson1@gmail.com

COMMENTS

RESPONSES

Pacific Play Systems, Inc. (Owner)
3226 Grey Hawk Court
Carlsbad, CA 92010
222-102-31-00 (Property on Seeforever Dr., San Marcos)
760/855-3688

June 15, 2015

Beth Ehsan
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123

RE: Proposed Valiano Development Project/Eden Valley

Dear Ms. Ehsan,

Z-1 [A year ago, we communicated our concerns to the County regarding Standard Pacific's proposed major grading permit application for the Harmony Grove project, which as you know is just adjacent to the proposed Valiano project. We are leaving reference to the Harmony Grove project and its developer, Standard Pacific in this letter because the concerns remain the same.

Z-2 [**Quality of Life:** Residents of Coronado Hills and Eden Valley have chosen to live in this unique area for the natural beauty of the surroundings, the peace and quiet, the tranquility, the clean air and dark night skies, the amazing wildlife including mountain lions, deer, an endless number of species of birds including the golden eagle and many more species of animals. **With this development, especially if the zoning is allowed to be changed to a higher density, all of these beautiful things inherent to this very unique place will be threatened.**

Z-3 [Some time ago, Standard Pacific drained the small lake located in the NW part of this project in Phase 2 that had served as a watering hole and home for the wildlife and birds, etc., for at least the last 25-30 years and possibly longer. **With this one action, an entire ecosystem was wiped out!** How was this allowed to happen? It appears that both the County and the developer have failed to do their homework! As we understand, there might be similar ponds in the proposed development.

Z-4 [In addition, this small lake served as a natural catch basin for the winter rains as they drained off the mountain and our property...has this issue even been looked at or considered? Where is the rain water coming out of the two drain channels from our property going to go?

Z-5 [**Safety of the residents:** The Cocos fire disaster/emergency in our community illustrated one of the many negative, even life threatening effects of increased population in this confined area. Even with the improvements of Twin Oaks Valley Road (a 6 lane highway) there was so much gridlock immediately after the Cocos fire broke out that we could not even access our neighborhood (Coronado Hills which has only one entrance/exit via Coronado Hills Drive) in order to reach an ill family member. Fortunately, the fire took several more hours to travel down the back side of the mountain to our home and eventually we were able to get our family member evacuated.

Z-1 Introductory comment noted. Please see responses to specific comments, below.

Z-2 The EIR evaluated the potential for impacts to aesthetics, noise, air quality, dark skies, and wildlife, including birds. A representative view from Seeforever Drive is shown in EIR Figure 2.1-12b. See Response K-11c and the discussion regarding EIR Figure 2.1-12b regarding changed visual conditions from isolated residences within San Marcos, and particularly from Seeforever Drive, as well as Response K-14d. Air quality impacts are discussed in Subchapter 2.2; where impacts would be significant, mitigation or Project Design Features would be implemented that would reduce such impacts. As detailed in EIR Section 2.6, all noise impacts would be lowered to less than significant levels through design or mitigation. These design and mitigation elements would be required as Project Conditions. See Response K-109 regarding lighting and night skies.

The responses and information cited above, combined with the elevated location of the commenter's property leads to a conclusion that the view would be looking over and beyond a large part of Project development and residual (i.e., post-mitigation) effects would be less than significant considering the total view.

Your appreciation of wildlife is understood. The Project site is not considered a priority area for conservation under the draft North County MSCP. The draft NCMSCP identifies proposed PAMAs, which are intended to be the future NCMSCP preserve areas. These future preserve areas would provide a network of conserved lands to protect north county's native plants and animals, including both common species and rare species. Except for a small area in the southeast corner of the site associated with the former Harmony Grove Equestrian Facility, the

COMMENTS

RESPONSES

- Z-2 cont. Project site does not include habitat areas designated as proposed PAMA in the draft NCMSCP. The lack of PAMA designation over the site underscores the site’s history of agriculture use which has disturbed much of the land, as well as the site’s lack of connectivity to large open space areas. Mitigation would be provided for Project impacts to biological resources pursuant to County and Resource Agencies requirements. In addition, habitat for wildlife would continue to exist on the Project site following Project development, including a 47.5-acre block of land in the northwest portion of the site, as well as smaller areas of designated biological open space. These areas could still be used by owls and other wildlife.
- Z-3 The referenced pond on the Harmony Grove Village project site to the south of Valiano was created by an unauthorized dam. The regulating agencies required removal of the dam as part of the project approval process. The Valiano Project site does currently contain a pond in the southeastern portion of the site near the location of the former Harmony Grove Equestrian Facility. The Project does not propose any impacts to this pond.
- Z-4 The Project’s Drainage Study (Appendix M of the Final EIR) analyzes all on-site runoff for the 100-year storm event, as well as all off-site areas which drain through the Project site. To prevent increases in flowrates during the 100-year storm event due to the Project, detention basins are proposed throughout the Project site, including one in the southwest corner of Neighborhood 2 adjacent to Mr. Bemanian’s property. These detention basins would also remove pollutants from storm water through biofiltration and prevent erosion downstream by detaining flows from small to medium sized storms.
- Z-5 The comment raises fire safety issues with evacuation. This issue is discussed in Topical Response: Fire/Evacuations. Specifically regarding Coronado Hills Drive, the Project would not share any of the same primary evacuation roads.

COMMENTS

RESPONSES

Z-5
cont.

Even with improvements to the roads leading in and out of Eden Valley and Harmony Grove, the gridlock, panic and danger experienced during the Cocos fire will no doubt be repeated in this small valley when another disaster strikes and the safety of all who reside in this area will be put at great risk...we've experienced it firsthand and it is not a subject to take lightly! Even with improvements, this area cannot handle the increased population and traffic that this development would bring, in short, it will be an absolute disaster for this quiet rural area and put all of the residents at risk!

Z-6

Security of Farming Operation: We have lived on Seeforever Drive in Coronado Hills for 25 years now and two of our parcels (one approx. 4 acres, one 5 acres) run directly adjacent to the proposed Valiano development. In fact it appears they are proposing approximately 7 lots that will run right up against our one of our parcels. This is unacceptable and an upzone in the density of homes should not be allowed! The people that have come to live in Coronado Hills and the surrounding areas have come and invested in multi-acre properties and to avoid having the density of homes that is being proposed here.

The EIR states that the Valiano project is trying to stay consistent with the adjacent Harmony Grove project. We believe this to be an incorrect statement as the lot sizes proposed in the Harmony Grove project at the very northern end towards Coronado Hills (and adjacent to one of our parcels) as we understand are to be anywhere from one to four acres, a far cry from Valiano's proposed SR 0.5 designation that will run adjacent to our eastern property lines.

Z-7

We also have a commercial agricultural operation (avocado grove) and are extremely concerned about the loss of security, privacy, etc., that this project will create for us. How does the developer propose to safeguard our property from the multitude of homes that they are proposing??

Thank you for your prompt attention to these critical matters.

Sincerely,

Ali Bemanian

Z-6

Regarding the semi-rural designation, see Response G-6. Regarding the transition of lot sizes, see Response F-3.

Z-7

As described in Subsection 2.3.2.3 of the DEIR, the Proposed Project includes a number of design considerations to address potential interface conflicts with off-site agricultural operations, such as security, trespassing and theft/vandalism. There would be a community fence along the western boundary of Neighborhood 2 and setbacks in appropriate areas (including setbacks for lots in Neighborhood 2 located near off-site agricultural uses along Seeforever Drive). These areas would provide separation from off-site uses, as well as establishing transitional uses such as landscaping and private orchards and gardens. It should also be noted that introducing new homes to a vacant piece of land tends to increase security and decrease trespassing because the new homeowners would watch over areas that are currently unguarded. In addition, if a property owner feels that additional security is needed, they can install additional fencing on their property in accordance with applicable zoning regulations.

COMMENTS

RESPONSES

Bemanian
575 Seeforever Drive
San Marcos, CA 92078
222-102-26-00
760/855-3687

June 15, 2015

Beth Ehsan
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123

RE: Proposed Valiano Development Project/Eden Valley

Dear Ms. Ehsan,

A year ago, we communicated our concerns to the County regarding Standard Pacific’s proposed major grading permit application for the Harmony Grove project, which as you know is just adjacent to the proposed Valiano project. We are leaving reference to the Harmony Grove project and its developer, Standard Pacific in this letter because the concerns remain the same.

Quality of Life: Residents of Coronado Hills and Eden Valley have chosen to live in this unique area for the natural beauty of the surroundings, the peace and quiet, the tranquility, the clean air and dark night skies, the amazing wildlife including mountain lions, deer, an endless number of species of birds including the golden eagle and many more species of animals. **With this development, especially if the zoning is allowed to be changed to a higher density, all of these beautiful things inherent to this very unique place will be threatened.**

Some time ago, Standard Pacific drained the small lake located in the NW part of this project in Phase 2 that had served as a watering hole and home for the wildlife and birds, etc., for at least the last 25-30 years and possibly longer. **With this one action, an entire ecosystem was wiped out!** How was this allowed to happen? It appears that both the County and the developer have failed to do their homework! As we understand, there might be similar ponds in the proposed Valiano development.

In addition, this small lake served as a natural catch basin for the winter rains as they drained off the mountain and our property...has this issue even been looked at or considered? Where is the rain water coming out of the two drain channels from our property going to go?

Safety of the residents: The Cocos fire disaster/emergency in our community illustrated one of the many negative, even life threatening effects of increased population in this confined area. Even with the improvements of Twin Oaks Valley Road (a 6 lane highway) there was so much gridlock immediately after the Cocos fire broke out that we could not even access our neighborhood (Coronado Hills which has only one entrance/exit via Coronado Hills Drive) in order to reach an ill family member. Fortunately, the fire took several more hours to travel down the back side of the mountain to our home and eventually we were able to get our family member evacuated.

AA-1 This is a repeat of comment Z-1. Please see responses to specific comments in responses Z-2 through Z-7.

AA-2 This is a repeat of comment Z-2. See Response Z-2, which addresses each of these issues.

AA-3 This is a repeat of comment Z-3. See Response Z-3.

AA-4 This is a repeat of comment Z-4. See Response Z-4.

AA-5 This is a repeat of comment Z-5. See Topical Response: Fire/Evacuations and Z-5.

COMMENTS

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AA-5
cont.

Even with improvements to the roads leading in and out of Eden Valley and Harmony Grove, the gridlock, panic and danger experienced during the Cocos fire will no doubt be repeated in this small valley when another disaster strikes and the safety of all who reside in this area will be put at great risk...we've experienced it firsthand and it is not a subject to take lightly! Even with improvements, this area cannot handle the increased population and traffic that this development would bring, in short, it will be an absolute disaster for this quiet rural area and put all of the residents at risk!

AA-6

Security of Farming Operation: We have lived on Seeforever Drive in Coronado Hills for 25 years now and two of our parcels (one approx. 4 acres, one 5 acres) run directly adjacent to the proposed Valiano development. In fact it appears they are proposing approximately 7 lots that will run right up against our one of our parcels. This is unacceptable and an upzone in the density of homes should not be allowed! The people that have come to live in Coronado Hills and the surrounding areas have come and invested in multi-acre properties and to avoid having the density of homes that is being proposed here.

The EIR states that the Valiano project is trying to stay consistent with the adjacent Harmony Grove project. We believe this to be an incorrect statement as the lot sizes proposed in the Harmony Grove project at the very northern end towards Coronado Hills (and adjacent to one of our parcels) as we understand are to be anywhere from one to four acres, a far cry from Valiano's proposed SR 0.5 designation that will run adjacent to our eastern property lines.

AA-7

We also have a commercial agricultural operation (avocado grove) and are extremely concerned about the loss of security, privacy, etc., that this project will create for us. How does the developer propose to safeguard our property from the multitude of homes that they are proposing??

Thank you for your prompt attention to these critical matters.

Sincerely,

Elizabeth Bemanian

AA-6 This is a repeat of comment Z-6. See Response Z-6.

AA-7 This is a repeat of comment Z-7. See Response Z-7.

COMMENTS

RESPONSES

June 7, 2015

Mary A. Bennett
880 Hailey Court
San Marcos, CA 92078

To: San Diego County Planning and Development Services Staff
Cc: San Diego County Planning Commission; San Diego County Board of Supervisors; Town Council of Elfin Forest Harmony Grove; San Elijo Hills HOA Board of Directors; James Desmond, Mayor of San Marcos; Christine Hurdle, Director San Elijo Hills

To All Concerned:

I am writing to provide comments on the planned Valiano community project and Harmony Grove expansion projects in area between San Marcos and Escondido. I write as a Cocos fire evacuee and lucky survivor of that catastrophe. My concerns and feedback follow:

- **Road Congestion:** North County already suffers from extreme road congestion. Current residents already need to schedule errands and discretionary road trips around school and work rush hours due to road congestion, and still the traffic is often heavy. It makes no sense to add more residents who add to the traffic problems, unless builders are required to implement necessary road improvements before breaking ground.

- **Wildfire Safety Risks:** On May 14, 2014, about 3:30pm, I hurriedly grabbed my two pets and set out to evacuate my Altair neighborhood due to the imminent threat of the Cocos fire. I drove a short distance to Wild Canyon Road, the only escape route open because the fire cut off the only other route, Double Peak Road. I found myself in a line of traffic that did not move for more than one hour. In that hour, the column of black smoke over the hill in back of the neighborhood thickened and towering flames leaped over the top. Traffic was gridlocked with many of us desperately calling 911 for rescue. For the first time in my life, I thought I was going to die. It appeared that the fast moving fire would sweep down the hill at any minute and we all would die where we sat. If the wind hadn't shifted just at the right time, I am convinced I would not be here now.

The issue of limited evacuation routes is a problem throughout the County, a problem made worse by the road congestion mentioned above. Adding more residents without remedying the traffic infrastructure will only further play roulette with human lives. Will it take a massive loss of life in a future wildfire to finally address the issue? We need more evacuation routes for the current population, not more people to evacuate.

- **Drought:** The California drought is deepening with serious concerns about water shortages for the current population throughout San Diego County. And new communities are being considered? This makes no practical sense. Not only will this put a bigger burden on the water supplies, needed by current residents, it will decrease critical supplies for firefighting.

- **Environmental Impact:** Areas of open land need to be preserved to sustain the ecology, beauty and wildlife habitats of our County. More people and more human use of the land will irreversibly damage or destroy all of these treasures.

It seems clear that those making the decisions about building the Valiano community or expanding Harmony Grove do not live in the areas impacted. Letters like this one would certainly not be necessary if they did. I suggest that before decisions are made about more building, decision makers need to drive through the impacted areas to experience the traffic and ask the locals if the issues cited above are realities. Only then will the right decision against more building be crystal clear.

Sincerely,
Mary A. Bennett
bennetrph@aol.com

AB-1

AB-2

AB-3

AB-4

AB-5

AB-1 A Traffic Impact Analysis was prepared to analyze the Project's traffic impacts (Appendix H of the Final EIR), including a cumulative traffic analysis with other projects in the area; the impacts are also discussed in Subchapter 2.8 of the EIR. Mitigation measures would be implemented that would implement necessary road improvements.

AB-2 The comment raises fire safety issues with evacuation. This comment is addressed in Topical Response: Fire/Evacuations.

AB-3 The proposed water usage would be below the baseline condition, as explained in Responses C-2, C-8, C-10 and K-99. See Response C-5 for a discussion of water supply for firefighting.

AB-4 As shown on Figure 1-13, a number of areas would be retained in open space. These areas include 35.4 acres of retained agricultural easement, 55.7 acres of common areas open space, and 27.1 acres of landscape easement. In addition, 31.2 acres of the Project would be located within biological open space (i.e., those areas identified by technical professionals as containing habitat of biological value and which would be preserved). Together these areas total 149.4 acres, or over 62 percent of the Project. The open space would support the existing ecology, agriculture, and open character of the site.

AB-5 The comment makes a suggestion for decision-makers to obtain additional community input. This is not a CEQA-related comment and no response is required.

COMMENTS

RESPONSES

Ehsan, Beth

From: Martin Benowitz <marty@lordpufferlaw.com>
Sent: Monday, June 15, 2015 9:44 AM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; Cox, Greg; efhgtc .
Subject: harmony grove

Ladies and Gentlemen:

AC-1

You have received the detailed objection of the Elfin Forest Town Council which is done with more elegance and detail, and restraint than I can muster. I guess getting to be 66 years old and living in Elfin Forest for 31 of those years, I'm a little less tolerant and less patient. Political correctness is not my long suit.....so I echo my neighbor's sentiments in full, but want to add my own simple question to you all: Why do we have a community plan if we are only going to chop it up and change the intent every time a developer wishes to make more money by adding density. There are places for density, and places we all agreed should be less dense. That was the plan that many of you were a part of building for the future of this area of North County, so why would you change that plan? There should be areas of horse trails and bike routes that allow for some open spaces. I am a road bicyclist and will not ride on that road through Harmony Grove and Elfin Forest. It is only a matter of time until the next tragedy occurs on that road with its lack of shoulders and bike lanes. Those narrow curves around those rock sidewalls are not meant to handle rush hour traffic, and adding more homes in this area will only aggravate the existing danger.

AC-2

Do your job please. Stick to the plan that was adopted for this area, and allow building within those parameters.

Martin A. Benowitz
 2231 Faraday Avenue, Suite 150
 Carlsbad, CA 92008
 Tel 760-930-6505; Fax 760-930-0852
marty@lordpufferlaw.com

AC-1

The comment letter refers back to letter G from the Elfin Forest Harmony Grove Town Council regarding community plan consistency and density. See Responses G-2 through G-8 for detailed responses regarding these issues.

AC-2

The Project does include a multi-use trail that would be used by both bicyclists and equestrian users. A relatively small percentage of Project traffic would travel west on Harmony Grove Road towards Elfin Forest (see Response K-165 for further information). As discussed in Subsection 2.8.2.8, the Project would not create significant traffic hazards to bicyclists on nearby roadways. Regarding a bicycle lane on Harmony Grove Road, as stated in Subsection 2.8.2.8: "The Proposed Project also would not preclude or substantially hinder the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the Project site."

COMMENTS

RESPONSES

Ehsan, Beth

From: Colin Black <Colin.Black@kratosdefense.com>
Sent: Monday, June 15, 2015 12:58 PM
To: Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: douglas.dill@att.net; bruce.bettyliska@gmail.com; Fitzpatrick, Lisa; efhgtc@gmail.com
Subject: Valiano Draft EIR
Signed By: colin.black@kratosdefense.com

Dear Ms. Ehsan:

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 Colin Black and I've lived on Elfin Forest Road, in Elfin Forest for a year now. We were attracted to this area due to its tranquility

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:

- General Plan Update: In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. We agreed with this compromise. This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.
Harmony Grove Village: Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the

AD-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.

AD-2 Thank you for your participation in the General Plan Update process. The comment is correct that the Proposed Project would increase density compared to the existing General Plan designation. A General Plan may be modified if appropriate engineering, design and environmental review are completed, appropriate findings can be made, and the Board of Supervisors approves a General Plan Amendment (GPA). During deliberations on the Project, the Board of Supervisors will consider whether or not to approve a GPA. The Project as proposed would not move forward if the GPA is not approved. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses I-3 and I-4 regarding the Project consistency with the Community Development Model.

AD-3 The Harmony Grove Village project was found to be consistent with the Community Development Model when it was approved. The HGV lots that immediately abut the Project site range from 0.63 to 1.94 acres in size, and do not include the 10 to 20 acre lot sizes mentioned in the comment. See Response K-11b regarding lot sizes along Country Club Drive north of Mt. Whitney Drive that are under 1 acre. Along Mt. Whitney Road immediately north of proposed Neighborhood 5, each of the 10 abutting lots also is less than an acre. Other lots of less than 1 acre are located along Hill Valley Drive, Surrey Lane, Eden Valley Lane and

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RESPONSES

AD-3
cont.

Calico Lane. The lots outside Harmony Grove Village in the Eden Valley and Harmony Grove valleys generally range from 0.33 to 1.0 acre in size (with some lots being much larger). Denser residential subdivisions east of Country Club Drive in the City of Escondido are much smaller; with up to approximately eight houses an acre. Even without Harmony Grove Village, which does provide denser village uses, there is a wide variety of lot sizing within the Project viewshed. See Response AD-2 of this letter regarding the importance of a GPA. See Response U-2a regarding the clustered, or consolidated, nature of the development and the related blocks of open space that result.

The County appreciates the effort that citizens put into community plan updates. The voices of community members are extremely important as they are knowledgeable of the community and experience life on a daily basis within the community. California law, however, allows private property owners to propose uses of their property that vary from projections in an existing plan in a discretionary application. The decision-maker must consider the proposal with appropriate findings, engineering, design and environmental review. If there are unmitigated impacts, CEQA requires that the project must also have overriding benefits for the community.

COMMENTS

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- AD-3 cont. face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.
 - AD-4
 - **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.
 - **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look “rural” up in the dictionary. Valiano is not it. For me, rural means open space, quiet and peaceful road and pleasant views of Barns and livestock. Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.
 - AD-5
 - AD-6
 - **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). This is inconsistent.
- In addition, am very concerned about the impacts that this project will have on my safety and those of my community.
- AD-7
 - From the DEIR it is clear that they have not taken into account the most recent fire, Cocos Fire. There are few ways in and out of Elfin forest and this can only service to add to the traffic loads. The DEIR states most fires come from the East, when the last few fires, including Coco’s came from the West.
 - 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. 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.
 - AD-8
 - AD-9
 - 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.
 - AD-10
 - 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

AD-4 The Board of Supervisor’s vote on the NC-17 PSR is not a CEQA issue; however, it should be noted that the vote taken by the Board on January 10, 2012 was on whether or not County staff and funds should be used to consider upzoning this area. The vote taken in 2012 does not affect the ability of the property owner to propose a privately funded GPA, nor the Board’s ability to approve the GPA. See Responses I-3 and I-4 regarding the Community Development Model.

AD-5 As requested by the commenter, Merriam-Webster defines “urban” as “of, or relating to a city” and “rural” as “of, or relating to the country, country people or life, or agriculture.” See Responses G-4, G-6, G-7, I-7, I-8 and U-2a for information on elements of the Project that make it semi-rural, and the County’s definition of “rural,” as well as Response K-110 for General Plan Guiding Principle 2. Response U-2a also includes information relative to your concerns regarding street lights, cul-de-sacs, and the clustered, or consolidated, footprint of the Project.

The comment regarding the “1000 foot walls” is not clear. There was no wall of that length in the Project at the time of DEIR circulation. As shown on EIR Figure 1-33, the longest retaining wall would be 523 feet in length and would be sited behind homes on four contiguous lots. The comment may combine that wall with walls to the east and west (18 and 6 feet in height, respectively). Each of those walls would be shielded from off-viewers because they would be vertical downslope elements for viewers from the west and behind (taller) residential development and landscaping from viewers to the east.

The reference may also refer to the privacy and community walls/fences (see EIR Figure 1-29b) where there is a potential for the lot boundaries to be of that length, but a combination of fencing and walls. These privacy and community markers have a specified height of 5 feet, and a mix of marker types available (see VIA Figure 11a-1), together with the closely correlated existing and/or proposed landscape screening depicted as perimeter buffer on VIA Figures 13a through 13e and EIR Figures 1-24, 1-25, and 1-26a through 26c and 2.1-6, however, combine to result in those features ultimately not being highly visible (if at all) and substantially minimizes visual effects related to those features.

In response to a previous comment, there was a change to the Project description to include several areas with fire prevention wall features. Stand-alone fire walls would be no higher than 6-feet and would be fire-rated with fire-retardant capabilities (i.e. water dispersal). The original plans showed two retaining walls of about 1000 feet in length proposed at the eastern extent of the northern most portion of the Project, along Neighborhood 4. In this area, a fire wall is now proposed in response to comments received on the EIR. The visual effect of the wall would be very similar to that addressed for previously analyzed retaining walls in

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AD-5
cont.

this location, which now would be incorporated into a single wall feature that would provide both retaining and fire-blocking elements. It would be the same heights as the previously analyzed two retaining walls (6 to 8 feet) and would be blended to accommodate a short length of additional wall, also 6 feet in height. Previously identified significant visual impacts associated with those walls, which also would occur with the extension associated with double duty as a fire wall, would be addressed through M-AE-2, a mitigation measure requiring staining, texturing and coloring to reduce wall visibility to less than significant levels. A 436-foot long wall in Neighborhood 5 would be set back 3 feet from the western property line west of Lot 237 (mid-point) southerly to the southwest corner of Lot 241. In addition to the screening proposed for the 3-foot set-back, the Harmony Grove Village site plan assumed some landscaping along its northeastern boundary in this area. Additional fire wall locations and lengths are detailed in EIR Subsection 2.1.2.1, Retaining Walls and Fire Walls.

Other than the combination retaining wall/fire wall and Neighborhood 5 fire wall discussed above in this paragraph, other fire walls would generally be located well within screening landscaping. As noted above, all fire walls without retaining wall elements would be a maximum of 6 feet in height. These EIR changes do not require recirculation under CEQA because they do not result in important new information changing significance findings.

As previously discussed in the EIR, the manufactured slopes are largely located interior to the Project (would often be obscured by other intervening visual elements), and would have maximum gradients of 2:1, which can be easily planted. The tallest slope would be located at the western extents of the Project (VIA Figure 23b and EIR Figure 1-32). These slopes would be surmounted by grove area or existing scrub. The landscape figures noted above show enhanced hillside planting for the largest two of these areas as part, and other visual screening, such as coloration of freshly broken rock so that it blends with the surrounding natural soil color, was also required Mitigation Measure M-AE-1. These features would result in the slopes either not being visible or blending with adjacent natural slopes post-landscaping maturity.

As previously discussed in the EIR, three-rail equestrian fencing would be incorporated into the Project along trailways, and other fencing would be similar to residential properties' privacy fencing, as well as being largely obscured through buffering landscaping described above in this comment. Gates are not proposed as part of the Project. Cul-de-sacs, as ground level street elements, are not expected to be visible from most off-site locations; and are not expected to draw the eye as a primary view element in any case.

The writer's definition of an "Orange County-style development" is not specified. Nonetheless, although it is acknowledged that the Proposed Project would result in an increase in density on the parcels being built upon, as demonstrated throughout the Project VIA and EIR, Project

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- AD-5 cont. development would not be highly visible from public off-site viewpoints, would largely be screened by buffering landscaping and/or attenuated by distance from the viewer, and incorporates a number of elements that reference the Eden Valley setting, as described above. The Project, like the valley, incorporates a variety of lot sizes, home sizes and landscaping styles; as well as containing parcel uses that variously embrace and exclude the ability to maintain large animals such as horses to support the valley community values. See Response AB-4 regarding retention of open space.
- AD-6 See Responses G-3 and G-7 for discussion of the EFHGCP's direction regarding septic. The comment states that a sewage treatment plant is not rural. As discussed in Subchapter 2.1, roadside landscaping would shield potential views to the WTWRf structures. Any views to the facility through the roadside and facility landscaping would appear similar to agribusiness uses historically or currently in the vicinity (ponds, tanks, equipment sheds, barns, etc.). As discussed in Subchapter 2.2, the odor control design for the facility would be such that no substantial offensive odors would be detected by nearby residences or other sensitive receptors. In addition, Subchapter 4.5 of the EIR included an Off-site and Combined On-/Off-site Sewer Options Alternative with options that could remove the need for an on-site WTWRf.
- AD-7 The FPP has been updated to more carefully address 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). It was found that while some of the technical information about the Cocos Fire was missing or incorrect, the fire modeling and analysis was correct and the changes made to the EIR do not require recirculation under CEQA because they do not result in important new information. See Topical Response: Fire/Evacuations and Response K-59.
- AD-8 The comment raises fire safety issues with evacuation. This comment is addressed in Topical Response: Fire/Evacuations. The CEQA analysis found in Subsection 2.9.2.6 and in the FPP demonstrate that the wildland fire impact is less than significant with the Project Design Features contained in the EIR and FPP. Residents, both existing and future, would be safe and in compliance with County Regulations.
- AD-9 See Topical Response: Fire/Evacuations.
- AD-10 SMFD has mutual aid and automatic aid agreements with surrounding fire departments and agencies would support fire emergency services for Valiano. Also, the new station at Harmony Grove Village will be an additional fire station in the immediate area of Valiano to assist SMFD and support emergencies for the Project and to support and assist the CSA 107 with emergency services. See Response K-199 for the response

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AD-10 cont. 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.

AD-11

- Additionally, they are increasing our risks by asking for (and have already received) a variance on road width on Hill Valley because they don't have easements to widen it. It is not wide enough for two fire trucks to pass side by side. SMFD gives them the variance, but other FD will likely respond (and deal with the safety consequences). **This puts us at more risk as firetrucks will have reduction of access to Hill Valley Road.**

AD-12

- They are assuming existing home owners will be responsible for Fuel Modification Zones, an encumbrance to those landowners.

AD-13

- Lastly, the FPP focuses exclusively on the impacts to *the project* but no reference to how it will jeopardize the wellbeing and safety of existing community.

Traffic will increase

AD-14

- 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.

AD-15

- The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already majorly congested and I have to wait for almost 15 minutes at peak time already to get onto the main roads from Elfin Forest road . 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.

AD-16

- 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.

AD-17

- 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.

AD-18

- The sight lines at the intersection of Mt. Whitney and Country Club as well as those at Hill Valley and Country Club do not meet county standards.

We have a barn and multiple horses right next to elfin forest road...

AD-19

The applicant's attempt at incorporating a small number of equestrian lots to somehow check the box on rural and equestrian fails on a number of levels.

- First, there aren't enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living.

AD-20

- Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely.

AD-10 cont. to this comment regarding fire response time from the Harmony Grove Village fire station and Escondido. The temporary fire station is now in place and staffed with full-time paid firefighters.

AD-11 The Project would improve private roads to meet the County's Private Road Standards, with the exception noted in Response E-6. For the short distance (approximately 185 – 195 feet) where there would be an exception for Hill Valley Drive to be 20 feet in width, the SMFPD has verified that the fire apparatus would be able to pass and there would be appropriate fire access to the Project area. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR.

AD-12 Section 4.7 has been added to the FPP to provide enhanced mitigation and thereby not require easements from adjacent properties to meet fuel modification requirements. This comment is no longer applicable.

AD-13 See Response I-59 for how the proposed fire protection measures would benefit the whole neighborhood.

AD-14 The comment questions the analysis of traffic heading west towards Elfin Forest Road. This is discussed in Response K-165. In addition, per County of San Diego Report Format & Content Requirements for Transportation and Traffic, only locations receiving 25 directional peak hour trips or more are included in the traffic analysis. Since the Project adds fewer than 25 trips to Harmony Grove Road/Elfin Forest Road west of Country Club Drive, the traffic analysis further to the west was not warranted.

AD-15 The EIR conclusion is that the significant traffic impact at Country Club Drive and Auto Park Way is unmitigated. However, the Project includes mitigation to address the significant impact, including a new measure proposed that reduces the impact to pre-Project conditions. 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.

AD-16 The EIR has been modified to specifically address the SPRINTER operations. However, there was no significant change to the previously circulated analysis. See Response I-61 regarding impacts of the SPRINTER.

AD-17 The Project TIA correctly assumes that Citracado Parkway is not constructed in the near-term baseline condition since it was not fully funded. The TIA also includes a long-term 2035 analysis where the Citracado Parkway extension is fully included.

COMMENTS

RESPONSES

- AD-18 Sight lines meeting County stopping distance standards would be provided at both the Mount Whitney Road and Hill Valley Drive intersections.
- AD-19 Although there is no guarantee that owners of any property (on or off the Project) would own horses, the Proposed Project has been designed to be an equestrian-friendly community. As stated in the EIR, a Project objective is to “design a community that embraces and preserves the equestrian nature of the surrounding area and provides amenities for the equestrian community.” A total of 49 lots would be able to accommodate large animals such as horses. Many of these lots would line outer edges of the Project, such as on Country Club Drive and Eden Valley Lane, where their location adjacent to off-site horse lots would continue these uses onto the Project. The incorporation of equestrian elements near the Neighborhood Park in Neighborhood 5 would continue existing views to equestrian-oriented uses on the Project adjacent to the most frequently travelled road in the Project vicinity, Country Club Drive. Similarly, the public multi-use trail that would be used by both Project and community equestrians alike would line the outer edges of part of the Project as well as winding throughout the community. It also would be visible from off site and would indicate that the Project is an equestrian-friendly community. The equestrian-friendly design described above would support the existing equestrian community and the Project would not tip the balance against horse keeping.
- AD-20 The Project lots that would allow horses are zoned with an “L” designator. County zoning does not set a minimum lot size to keep horses. It is up to individual owners to decide whether and how to keep horses while maintaining humane conditions. In addition, as stated in Section 3.1.4 of the EIR, a 15,000 s.f. lot would be able to accommodate a home, horse stable, shade structure, and horse trailer parking while meeting the proposed setbacks.

COMMENTS

RESPONSES

AD-21

- A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire.

I trust that you will review this plan and reject it for its inconsistencies and inaccuracies

Colin Black

Colin Black
Chief Information Officer
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San Diego, CA 92121
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AD-21

The Valiano Homeowners' Association (HOA) would have agreements in place with private homeowners regarding proper maintenance and disposal of manure and soiled bedding and storage of hay. Regarding hay fires, it would be the responsibility of each homeowner with horses to be educated on how to properly maintain their hay and to avoid spontaneous combustion, as it is with the rest of the community. Simple measures such as proper ventilation where the hay is stored and stacking hay with minimum separation between bales prevents hay combustion.

COMMENTS

RESPONSES

Ehsan, Beth

From: amy@cahillmindbody.com <amyaguilbre@gmail.com>
Sent: Monday, June 15, 2015 2:10 PM
To: Sibbet, David
Cc: Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; bruce.bettyliska@gmail.com; Douglas Dill; Horn, Bill; Ron-Roberts; Roberts, Dave; Jacob, Dianne; Cox, Greg; efhgtc
Subject: Valiano Draft EIR: Comments from the Cahill's in the Elfin Forest

Dear Mr. Sibbet,

I hope this email finds you well and enjoying our cooler weather thus far this year. My husband and I wish to thank you and your colleagues at Planning and Development Services for all the work and attention you have put toward the review of the Valiano Project. We greatly value your efforts in helping us continue to live in our beautiful community of San Diego and for keeping as much of this area unique to the county, and safe place to live. Please allow us to introduce ourselves, my name Amy Cahill and my husband is Jim Cahill and we live on Questhaven Rd, off of Elfin Forest Road/Harmony Grove Road, in the Elfin Forest. We have lived here for 3 years and have enjoyed the area for over 20 years. Thus we have seen the development the area has experienced for over a long period of time, even though we have only lived here for the past 3 years.

We moved to this area because we wanted to live in a rural area. We love that this community has a stated vision of "keeping it rural", particularly in this ever-expanding and developing era. This community is unique. We have lived all over San Diego county (Jim was born in Coronado), and all over the world. This is the first place we have lived that focuses on this aspect of living as specifically stated goal, and a community that works together to take care of not only one another, but the natural environment and it's other living beings.

San Elijo Hills and Harmony Grove Village were rather shocking developments to witness come to fruition, as the planning of these communities are so poorly executed in terms of the issues that continue to concern us with the Valiano Project. So to add yet another development to the area, with the same lack of consideration for very specific issues is overwhelming to us. To keep this from becoming a tome :, we will focus on two issues that stand out so blatantly they cannot be ignored and are of grave concern for general safety and well-being, let alone to the issue of "keeping it rural."

Traffic and Fire Safety

After reading the Transportation section of the EIR carefully we found NO reference to the use of the Elfin Forest Road by the Valiano community heading West. All of the references to traffic flow point to roads and freeways to the East. This is a major oversight. The road WILL be used. The 6% that is stated as used in the DEIR is simply wrong. We witness this every day. Not only do individuals use this road A LOT, and particularly on weekends when heading to the beaches, this road is used by many bicyclists and motorcycles and car enthusiasts (all of whom use this road like a racetrack). The dangers of this road are apparent daily, with people driving way over the speed limit, constant passing into the other lane over the double yellow lines, and bottlenecks at any intersections with lights. This is well known to every CHP office we have spoken with. The noise is also substantial, particularly when speeding vehicles overtake one another. Not only will this traffic impact our lives with time constraints, noise, and a likely increase in accidents (as it is only two lanes, very dark at night, and very windy), it will become a death trap if there is another fire in the area.

This is FIRE country. It is a risk we all recognize when we choose to live here. The fires that come to San Diego county come from the East, which means that everyone will be evacuating West. It is appalling that this is not addressed in this report. We have lived through many fire evacuations both in San Diego county and in

AE-1 Thank you for your introductory comments. Please see responses to specific comments, below.

AE-2 Regarding traffic heading west on Elfin Forest Road, see Response K-165. In addition, County of San Diego Report Format & Content Requirements for Transportation and Traffic, only locations receiving 25 directional peak hour trips or more are to be included in the traffic analysis. Since the Project adds fewer than 25 trips to Harmony Grove Road/Elfin Forest Road west of Country Club Drive, the analysis further to the west was not warranted. As discussed in Sections 2.8.2.7 and 2.8.2.8, the Project would not be expected to create significant hazards on nearby roadways including Harmony Grove Road. The addition of fewer than 25 peak hour tips on a roadway that would have approximately 837 peak hour trips (assuming 10 percent of the daily volume as shown in Table A) would not significantly impact the roadway as described in the comment. Regarding fire evacuations, see Topical Response: Fire/Evacuations.

Noise impacts to off-site receptors were analyzed in accordance with County noise standards in Subchapter 2.6. No significant noise impacts would occur to off-site receptors per County standards.

COMMENTS

RESPONSES

AE-3
cont.

our time living in Western Australia. We are fortunate in the United States to not have had people burn to death in their cars on roads, but Australia has had to bear this many times. We are nearing the level of fire threat that Australia has lived with for some time. Our fires in California are at this level, they will burn hotter and faster, and this is reported upon almost daily now with our massive drought. During the Coco's fire in May of 2014 we evacuated early, yet there were still bottlenecks that were difficult to avoid. The fact that the largest mass migration from a city came in the massive fire in 2007 (over one million people evacuated from San Diego county) should set off alarm bells immediately in all those thinking about building new developments. But apparently this was ignored in the EIR for the Valiano Development. Please consider this life threatening issue when you review this development proposal. Again, we choose to live here and we understand the risks, but unknowing individuals thinking they can evacuate East, or even quickly, are in for surprise of their life, or with great possibility, the end of their lives. Jim worked as a lifeguard for many years and I have worked as a Red Cross evacuation center manager in earthquake areas and we have witnessed the panic and the helplessness of average people having to deal with emergencies. These are practical realities that we know well.

Please do not hesitate to contact us directly at the phone numbers listed below if you would like to hear further comments or information on how this development will impact our lives.

Thank you again for your time and attention to our concerns and our concerns for all our fellow citizens, both human and non-human, in San Diego county.

AE-4

Finally, this is an island of rural life left in Coastal Southern California. Our children and future generations will rightly judge us based on our efforts and decisions made today. Let us choose truth, honor, wisdom, and kindness over mindless development and the blindness of greed as we move forward. May it be so.

Respectfully yours,

Amy and Jim Cahill
20032 Questhaven Rd. B
Escondido, CA 92029
Amy: 760-840-0406
Jim: 760-840-0432

AE-3

The comment raises fire safety issues with evacuation. The possibility of an evacuation to the west is shown on FPP Figure 12. As discussed in the FPP and Topical Response: Fire/Evacuations, all routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire in the area and are subject to override and on-the-ground assessments of the conditions and safety measures at the time of an emergency. Delays are inherent in the state of emergency and the safety personnel have taken such delays into account when the evacuation notices are delivered to specific areas and residents within each area.

The Sheriff's Department is responsible for evacuation and part of Incident Command when a fire incident in the area occurs. In recent years, especially after the 2003 and 2007 fires, emergency communication and implementation of evacuations has greatly improved and become more efficient in providing evacuation information and notifications for evacuations (e.g., the reverse 911 system and the information and assistance provided by the AlertSanDiego and ReadySanDiego programs). The home owners within the Project would be signed up to participate in the County's Emergency Response website where people can download applications directly to their cell phones for reverse 911 calls to allow for earlier, safer and more orderly evacuation of the area. Earlier notification of fire dangers will be critical in creating a safer, more orderly evacuation situation in the area. See also Response K-209 regarding adherence to the READY! SET! GO! Program, and see Topical Response: Fire/Evacuations.

AE-4

The commenter provides an opinion related to the morality of developing land in rural areas. However, the information does not raise a specific issue related to the adequacy of the EIR. Therefore, no response is provided.

COMMENTS

RESPONSES

Dear Ms. Ehsan:

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 Leslie Caskey and I've lived at 2703 El Rocko Road in Harmony Grove since 1986 when I bought my property and built my modest custom home and moved my horses here.

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:

- **General Plan Update:** In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.
- **Harmony Grove Village:** Then came New Urban West proposing a massive development. I was part of the community group that worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.
- **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before. I find it very disturbing that a developer can come in and request rezoning and that the residents who have been here for so long have to continue fighting to maintain the rural atmosphere we moved here to experience.
- **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are

AF-1 Thank you for your introductory comment. 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.

AF-2 This is a repeat of comment AD-2. See Response AD-2.

AF-3 This is a repeat of comment AD-3. See Response AD-3.

AF-4 This comment is substantially similar to comment AD-4. See Responses AD-4.

AF-5 This comment is substantially similar to comment AD-5. See Response AD-5.

COMMENTS

RESPONSES

AF-5 cont. looking at the wrong dictionary. Please, look "rural" up in the dictionary. For me, rural means... [INSERT MORE OF WHAT RURAL MEANS TO YOU PERSONALLY, EG RANCH FENCING, BARNs, OPEN SPACE, WILDLIFE, ANIMAL SMELLS, SOUNDS ETC.] Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

AF-6 • **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). The Valiano plan would place a sewage treatment plan directly in front of my property destroying the view of the valley that I love to observe with a glass of wine on my deck in the evening.

Fire Safety Examples:

AF-7 I am very concerned about the impacts that this project will have on my safety and those of my community. I have evacuated twice and almost had to evacuate two other times since I have been here. During the Cocos fire, we had to battle traffic to finally leave our home – it was frightening to say the least.

• From the DEIR it is clear that they have not taken into account the most recent fire, Cocos Fire. [INSERT PERSONAL ANECDOTE ABOUT THE FIRE]. The DEIR states most fires come from the East, when the last few fires, including Coco's came from the West.

AF-8 • 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. The people who do not live in the community and who came to gawk at the fire and those of us trying to get our animals to safety caused a huge problem. Adding the additional vehicles from this new development would cause deadlock and is a huge concern. Country Club is only a 2 lane road. 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 as well as the many looky lous who were parked all along the road, semi-blocking it.

AF-9 • 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.

AF-10 • Additionally, they are increasing our risks by asking for (and have already received) a variance on road width on Hill Valley because they don't have easements to widen it. It is not wide enough for two fire trucks to pass side by side. SMFD gives them the variance, but other FD will likely respond (and deal with the safety consequences). **This puts us at more risk as firetrucks will have reduction of access to Hill Valley Road.**

AF-11 • Lastly, the FPP focuses exclusively on the impacts to the project but no reference to how it will jeopardize the wellbeing and safety of existing community.

Traffic Examples:

• [SEE EVACUATION ISSUES ABOVE]

AF-6 See Topical Responses: Sewer, and General Plan Amendment and Subarea Boundary Change CEQA Analysis, and Responses G-3 and G-7 for discussion of the EFHGCP's direction regarding septic.

Based on review of Google Earth, your property is located approximately 0.1 mile northeasterly from the proposed WTWRf. Views to the facility would be lateral. The entire footprint of the WTWRf would be smaller than 0.4 acre, which would include ponds and the small structure. As described in Subsection 1.2.1.1 of the EIR in the discussion of "Wastewater Treatment and Water Reclamation Facility, architectural design would include a building not to exceed 20 feet in height and which would be designed to mimic rural ranch styling. Please see the text excerpt from EIR Subchapter 2.1, Subsection 2.1.2.1 under the discussion of "Massing and Scale" describing the WTWRf in Response U-2a.

Elements that reduce visual effects from Country Club Drive also would be expected to minimize visual effects from your residence. The lateral nature of the view, and the intervening home to the west of your residence, as well as the taller vegetation associated with the Neighborhood Park planned for this area, and located immediately north of the WTWRf also would play a part (see VIA Figure 6 and EIR Figure 1-12). The screening provided by the roadside vegetation, combined with the ground-level nature of most of the facilities and the rustic architecture required for structures would result in this industrial feature blending with the agribusiness endeavors in the area, as well as the abutting existing equestrian facility.

AF-7 This comment is substantially similar to comment AD-7. See Topical Response: Fire/Evacuations regarding fire evacuation and Response AD-7 regarding treatment of the Cocos Fire in the FPP.

AF-8 This comment is substantially similar to comment AD-8 but adds that there were onlookers contributing to the traffic problem. See Topical Response: Fire/Evacuations. The bad decisions people make to insert themselves into a disaster area cannot be anticipated in a CEQA analysis. Therefore, no response is provided.

AF-9 This comment is a repeat of comment AD-9. See Response AD-9.

AF-10 This is a repeat of comment AD-11. See Response AD-11.

AF-11 This comment is a repeat of comment AD-13. See Response AD-13.

COMMENTS

RESPONSES

- AF-12 [• 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.
- AF-13 [• 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.
- AF-14 [• 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.
- AF-15 [• 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.
- AF-16 [• 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.

Equestrian Examples:

- AF-17 [The applicant's attempt at incorporating a small number of equestrian lots to somehow check the box on rural and equestrian fails on a number of levels.
 - First, there aren't enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living.
- AF-18 [• Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely.
- AF-19 [• A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire.

General Plan Incompatibility:

- AF-20 [If the project is allowed to proceed as proposed it will be in direct conflict with at least two of the initiatives contained within the County's Strategic Plan. Specifically:
 - *Make neighborhoods healthy places to live, work and play*
 - The noise, air pollution and traffic associated with this project would make my neighborhood a markedly unhealthy place to live, work and play compared to today
 - *Help communities prepare, respond and recover from public health threats, environmental hazards and other emergencies*
 - If this project was built as proposed, the inability to evacuate safely and in a timely manner during a wildfire would leave my community far less able to respond to such an emergency

Visual Character Examples:

- AF-12 This is a repeat of comment AD-14. See Response AD-14.
- AF-13 This is substantially similar to comment AD-15. See Response AD-15.
- AF-14 See Response I-61 regarding impacts of the SPRINTER.
- AF-15 This is a repeat of comment AD-17. See Response AD-17.
- AF-16 This is a repeat of comment AD-18. See Response AD-18.
- AF-17 This is a repeat of comment AD-19. See Response AD-19.
- AF-18 This is a repeat of comment AD-20. See Response AD-20.
- AF-19 This is a repeat of comment AD-21. See Response AD-21.
- AF-20 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-1, G-7, I-7, and I-15, as well as Section 3.1.4 of the EIR. The Valiano Specific Plan is consistent with the overarching goals and intent of the General Plan. The Specific Plan's consistency with the General Plan and the proposed GPAs are described in general, below, in relation to each individual General Plan Element. The Mobility Element provides a framework for a balanced, multi-modal transportation system for the movements of people and goods within the unincorporated areas of the County of San Diego.

The Valiano Specific Plan includes a circulation plan with five street types and an integrated multi-use trail network that would connect to existing and proposed road and trail networks. See Responses D-1 and D-4a regarding Smart Growth.

COMMENTS

RESPONSES

AF-20
cont.

This Specific Plan is consistent with the seven goals of the County's Mobility Element. The Safety Element of the General Plan addresses the natural hazards and human activity that may pose a threat to public safety in the areas of wildfires, geologic and seismic hazards, flooding, hazardous materials, law enforcement and airport hazards. The Plan has been reviewed for safety in all of these areas. This Specific Plan is consistent with the 15 goals of the County's Safety Element. –

The Noise Element of the General Plan provides for control and abatement of environmental noise to protect citizens from excessive exposure. A noise study was prepared for the Plan. This Specific Plan is consistent with the six goals of the County's Noise Element. –

An evacuation analysis has been prepared and is included in Section 4.7 of the Valiano FPP. The surrounding community is actually safer with new developments such as Valiano and Harmony Grove because these new developments are required to have fire buffer zones and brush management per recent County standards. In addition, the new developments would install drought tolerant landscape which slows down the rate of fire movement and allows more time for evacuation. The Project would include fire retardant roofs, sprinklered homes and block walls at certain perimeter locations. New infrastructure on site would provide improved water pressure and fire flow. The Project is adding 32 additional fire hydrants and 12 of the hydrants are in close proximity to existing homes along the eastern perimeter of the Project site. The Project is contributing to the new Harmony Grove Fire Station which should be operational in late 2018.

The Project is also contributing to the construction of a new potable water tank included Rincon MWD's 2014 Water Master Plan. The new tank will be located in the northern portion of the Project site on land owned by the Rincon MWD. This new tank will provide increased fire protection and water storage for the community. The opening of Citracado Parkway to the I-15 freeway provides for a much shorter evacuation route than existed previously. In addition, the Project includes improvements to Mt. Whitney Road and Hill Valley Road as well as other internal access streets providing more accessible areas for fire trucks and emergency vehicles. The Project would participate in the County's Emergency Response website where people can download applications directly to their cell phones for reverse 911 calls to allow for earlier, safer and more orderly evacuation of the area.

AF-21

See Topical Response: Fire/Evacuations.

COMMENTS

RESPONSES

- AF-22 The project will be introducing elements that drastically change the aesthetics and visual character of the community in a permanent and significant way:
- 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.
 - 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.
 - Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).

Water

- We are in a major drought and have mandatory water conservation measures being imposed on the current residents.
- It is irresponsible to add more density to this area and cause further hardship to existing residents by having to share water that there is too little of already.
- The HGV project is watering extensively at the moment to establish the new landscaping (even low water use plants need water to get established and putting in landscaping at this time of year requires more water to get plants established). Landscaping should be done in the fall.
- They are also not following the mandates to only water between 8:00pm and 9:00am no more than 2 times/week.

Construction Related Impacts Examples

- AF-31 The construction calls for a large amount of blasting and grading for a period of at least 2 years, and in areas that are in close proximity to houses on hillsides as well as the valley floor. They are also within proximity to livestock and, particularly, horses, which can be very sensitive to noise and vibration. Two years of blasting and grading will be a huge imposition on the local residences and create unsafe situations involving large animals.
- A sound wall will not prevent horses from being spooked by large explosions which can cause a very unsafe situation for horse handlers and riders. It will also destroy the ability for property owners to use their properties in the way they choose (for equestrian purposes, for example).
 - The suggested mitigation measure of having livestock moved out of the blasting area every time there will be blasting, is unreasonable and unfeasible. Remember, there are over 180 horses in Eden Valley alone. Moving large animals is a complicated and potentially dangerous job. Doing so on a large scale would be very impractical. Several properties adjacent to the project site have 20 to 120 horses onsite at any given time.
 - I have elderly horses who are much more susceptible to illness or injury due to moving from familiar environs. They lost a huge amount of weight when we evacuated last year and it took months to restore them to health. It is not reasonable to suggest moving them so an out of town developer can make money.
- AF-35 In summary, I feel that we have acted in good faith working with the developers but they have not done so in return. The initial plans for the HGV project that we worked on and approved are nothing like the final project which is just another high density housing development with a half-hearted attempt to appease residents by putting in what they call "multi-use" trails. There is insufficient room for two horses going in opposite directions to pass safely and put in moms with strollers and bicycles and someone is going to get hurt – it is only a matter of time.

AF-22 As explained in EIR section 2.1.2.1, Project grading would result in modified slopes. Use of retaining walls has been incorporated into the Project to minimize the modification footprint required. The introduction of these walls with hard-edged horizontal line elements and rectilinear surface planes and the visual contrast with the backdrop of rolling hillsides and steep ridgelines, however, results in some associated visual impacts being identified as significant. Mitigation is identified to lower these impacts to less than significant levels.

As stated in EIR section 2.1.2.2, the development of the Proposed Project would not impact or block views to any unique landforms or topographic features in the immediate vicinity, such as Mt. Whitney or other prominent ridgelines or hills. There are no prominent or unique rock outcroppings on the site. While approximately 15 percent of the Proposed Project site is County's Resource Protection Ordinance steep slopes (RPO; i.e., slopes with a natural gradient of 25 percent or greater and a minimum rise of 50 feet), proposed lot grading conforms to the RPO requirements.

The Proposed Project would include approximately 928,000 cubic yards of balanced cut and fill, substantially in support of proposed structure pads and Project roadways. The grading would generally follow the existing nature of the Project parcels, with grading in the valley, and extending westerly into the lower portions of the hills edging the valley floor. Most of the houses would be sited within the valley, while steeper slopes and hills within and surrounding the site would remain undeveloped. As depicted on EIR Figures 2.1-9 and 2.1-11, the Project pads would follow the rising topography, and would not result in a single flat development pad. As a result, the underlying topography would be respected. Therefore, the Project has incorporated elements to retain "the aesthetics and visual character of the area" and while impacts are permanent, they would be mitigated to less than significant after an initial state of landscape establishment (approximately 5 years).

AF-23 See Response AD-5 regarding 1,000 foot long walls, extensive fencing and fire/retaining walls. Specific to retaining walls, that response is focused on the longest proposed retaining wall, which also includes the 20-foot high section, the highest retaining wall proposed. As described in Subchapter 2.1, Subsection 2.1.2.1 under the discussion of "Retaining Walls":

Retaining wall heights would range between 2 and 20 feet.... The tallest walls (at 18 and 20 feet in height, respectively) would be located at the back of lots 153 to 156 and 157 to 159, as well as Lot 161. These walls would be largely, if not completely, shielded by the homes placed between these walls and the off-site viewers, as well as by Project landscaping. This would be the result of the homes on the lots where the walls would

AF-23
cont.

be sited, as well as homes across the street from them. This double, and in some cases, triple shielding rows of intervening uses would virtually eliminate views to these walls. Most of these walls would be interior to the Project; many would be perpendicular in orientation to off site viewers, and most would have heights ranging from two to eight feet. These walls would not draw the eye the way that larger, and perimeter, walls would. They also would be largely screened from off-site viewers by Project homes and elements of Project landscaping.

Following discussion of perimeter barriers that would be screened by landscaping, the discussion goes on to address walls that would edge the Project perimeter, but would have less landscaping. Remaining significant impacts identified for these walls would be addressed through M-AE-2, requiring staining, texturing and coloring to reduce remaining visibility to less than significant levels.

Sound barriers would be required for the Project in only one area. That would be in Neighborhood 5, where a few homes are located adjacent to Country Club Drive north of the proposed Neighborhood Park. As stated in EIR Subsection 2.1.2.1:

The walls would be five and a half to six feet in height and would extend for varying distances along Country Club Drive from Mt. Whitney Road to the northern Project entrance on Country Club Drive (approximately 380 linear feet behind lots 291 to 295) and from that entrance southerly behind lots 296 and 297 for approximately 230 linear feet. This totals approximately 610 feet along Country Club Drive. There would be 30-foot long returns perpendicular to Country Club Drive wherever a break or terminus in the wall is required.

Because the walls would be sited downslope at the edge of residential lots (approximately 20 feet from road right-of-way north of the entry and ranging from 10.5 to 29 feet west of road right of way south of the entry), the full height of the walls would not be visible from the road. The noise wall is depicted in Figure 2.6-1, described more fully below, under Illustrative Simulations. As shown, only the upper portions of the wall(s) would be visible, or approximately four feet of their height. Motorists would view the wall and associated landscaping for a maximum of approximately 28 seconds at 30 miles per hour, and approximately 24 seconds at 35 miles per hour—although actual viewing time would probably be less due to the lateral nature of the view and competing visual elements related to the hill on the other side of the road and other road users. Regardless, the cobble design assumed by the Proposed Project landscape architect combined with Project-mandated landscaping would turn this wall into an aesthetically pleasing feature. Coffeeberry and sugar bush shrubs from the buffer landscape palette were simulated in that figure. These shrubs reach visual maturity in one to three years. Although the soundwall would comprise a visually unique configuration along this roadway, its visible scale and screening would result in a less than significant visual impact related to change in community character.

AF-24 See Response U-2a regarding the consolidated, or smaller, footprint proposed by the Project.

AF-25 The visual effects of the Project have been objectively discussed and analyzed in conformance with the County’s Guidelines for Determining Significance and Report Format and Content Requirements, Visual Analysis. As discussed in Subsection 2.1.2.1, under the heading “Illustrative Simulations,” the purpose of simulations is to provide the reviewer with a reasonably accurate projection of future conditions based on Project-related changes to current views. Simulations do not provide illustrations of every viewpoint, but depict future snapshots of specific locations. Based on considerations including the type of views and their sensitivity and exposure, scenic status of local roadways, and the number of observers exposed to the view, the visual analysis team and County staff identified four publically accessible key viewpoints (Key Views 1 through 4, depicted on EIR Figures 2.1-9a, 10a, 11a and 12a, respectively) that most clearly display the visual effects of the Project from various locations.

Lot locations and sizes as described in Chapter 1 of the EIR, architectural information currently available, and the potential palette of possible plant varieties provided in the Project Specific Plan are all depicted, with likely vegetation and maturity shown at five years after installation based on Project uses. Five years following installation was chosen because (as depicted) vegetative screening would adequately minimize potentially significant impacts related to structure placement at that point. Additional vegetation density or height experienced as the decades progress would simply contribute to greater screening, and would therefore be additionally beneficial. Important criteria in the more long-distant simulations are the overall planting density as well as the depth of the planted corridor. In all instances, a distance of 20 horizontal feet (or on slopes, 30 vertical feet) from crown edge to crown edge of canopy trees has been maintained, consistent with the Project Fire Protection Plan.

Photo simulations A through D (Figures 2.1-9b through 2.1-12b, Key View 1 / Photosimulation A through Key View 4 / Photosimulation D) illustrate views of the Proposed Project post development from Key Views 1 through 4, and represent a typical view of the residential portion of the Proposed Project from public roadways adjacent to, or in close proximity to the Project site. These simulations are intended to represent the Project at buildout, or when all buildings have been installed and all remedial grading has been completed. As noted above, Proposed Project landscaping is shown in these figures at five years maturity, to depict a conservative (greatest adverse effect) snapshot of how much visual screening would be provided.

Within the simulations, the visual “frame” of the Project site largely remains. Background slopes to the west, and background urban development areas to the east that are visible in “before” photographs

COMMENTS

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AF-25 cont.	<p>remain as prominent background elements in the “after” photographs. Where the Key View is from the most commonly traveled road (Country Club Drive) foreground elements illustrate how retention of those existing uses would minimize Project visual effects in the north, and that the immediately developed portions of the site from this road in the south would either largely be shielded by landscaping or would be more in the nature of a short-term view experienced by northbound drivers on County Club Drive after rounding a hill south of the Project. It can be seen that although specific use patterns on the Project site would change, the landform underlying and surrounding the proposed use changes would remain largely the same. Considering the above elements, the EIR does not downplay the impacts or show vague simulations, but accurately and objectively reflect future conditions from the viewpoints in question. Contrary to the assertion, the EIR adequately evaluates the aesthetic environmental impacts that would result, consistent with CEQA and the County CEQA Guidelines.</p>
AF-26	<p>See Response K-16 regarding Project consistency with General Plan Policy COS-12.1 and Response AF-22 regarding mass grading.</p>
AF-27	<p>The mandatory water conservation measures that are being imposed are acknowledged. However, the comment does not raise an environmental issue with respect to the EIR so no further response is possible.</p>
AF-28	<p>See Responses C-2, C-8, and C-10 for the Project’s consistency with the Rincon del Diablo Municipal Water District’s (Rincon MWD) Drought Ordinance and the 2014 Urban Water Management Plan (UWMP) update and the Project’s reduction of water use compared to the historical baseline.</p>
AF-29	<p>The comment does not raise an environmental issue with respect to the EIR. The Harmony Grove Village project is not a part of the Proposed Project. Project landscaping would comply with all applicable standards and ordinances.</p>
AF-30	<p>The comment does not raise an environmental issue with respect to the EIR. The Harmony Grove Village project is not a part of the Proposed Project.</p>
AF-31	<p>See Response K-149a for the requirement to prepare a blasting control plan and Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.</p>
AF-32	<p>As described in EIR Table 1-4, Project Design Features, would include at least a 48-hour notice to residents within 600 feet of a blasting event. All equestrian trails within this distance would also be marked with warning tape and blasting details. This would also include the owner option of livestock being moved to a designated remote location for the duration of the of blasting operation. The remote location(s) would be identified</p>

COMMENTS

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- AF-32 cont. on the blasting plan and would be the responsibility of the blasting contractor. The advanced warning and measures would allow situations where horses may be spooked, causing an unsafe situation to horse handlers and their riders, to be minimized. In addition, see Response K-149b for a Project alternative that minimizes grading and blasting.
- AF-33 It should be noted that moving livestock out of the blasting area is a Project Design Feature (see Table 1-4 of the EIR) and not a mitigation measure. Any evacuation of horses would be strictly voluntary; it would be the horse owner's decision whether to participate. See Response K-149b for more information on the design feature and a Project alternative that minimizes grading and blasting.
- AF-34 See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting, as well as voluntary participation of horse owners in any decision as to participate in relocation of horses during blasting.
- AF-35 The comments related to the Harmony Grove Village project do not raise an environmental issue with respect to the Project EIR. The Proposed Project would not be a high-density housing development, and would be classified as Semi-Rural (see Response G-6 for more information). Regarding trail safety, the public multi-use trail would be 10 feet wide bound by fencing on one or both sides, which would meet the County's trail standards for public multi-use trails and provide ample room for a horse to pass in one direction and a bicycle or pedestrian in the other. In addition, signage depicting trail safety and rules would be located at strategic places along the trail.

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Thank you for considering these issues. I urge you to do the right thing for the current residents of Harmony Grove and Eden Valley.

Sincerely,

Leslie J. Caskey
2703 El Rocko Road
Escondido, CA 92029
760-745-2689

Ehsan, Beth

From: mickeykc@juno.com
Sent: Monday, June 15, 2015 1:24 PM
To: Ehsan, Beth
Subject: Valiano EIR comments PDS2013-13-001

Dear Ms. Ehsan,

I want to thank you (all of the County representatives) for coming out to Elfin Forest to present the information on the above mentioned project last month.

I am a 32 year resident of Elfin Forest. I am a native San Diegan...born and raised in Pacific Beach. My husband and I moved to Elfin Forest in 1983 because of the quiet rural environment. We loved the large residential lots, the dark skies (no street lighting), no sidewalks, the quiet (we can still hear the trains on the tracks that run along the coast at certain times of the day...and we are a bit of a distance from the coast), the septic systems vs sewage plants. I was on the San Dieguito Planning group for about 4 years around 1988 and beyond. I helped write the info for Elfin Forest for the community plan update at that time. So I have had some experience with EIRs and certainly the community plan and the community character of Elfin Forest.

Unfortunately, as you know, once one project comes in, other similar projects seem to follow (one project begets the next). The first project that "infested" our area was San Elijo. There was not much that the County could do with this project since it was in the boundaries of the City of San Marcos. But it was certainly not in keeping with the community character of Elfin Forest. Whereas we are rural, San Elijo was very urban. From what I remember, San Elijo said that their development would have no traffic impact on us. I remember that when the county was talking about putting in, what is now, San Elijo Rd, they said that Sandag said it would have to be put in to keep Rancho Santa Fe Rd from going to level of service "F" at peak traffic hours. I don't know if anyone has done a comparative study to check the traffic levels on Elfin Forest Rd before San Elijo as compared to what it is now. The new development in Harmony Grove, Harmony Grove Village, also said there would be no impact along Elfin Forest Rd. That is also a ridiculous statement. We all know traffic will flow the way of least resistance. I believe that Hwy 78 and I-15, at peak hours are close to, if not at, LOS F. Why would anyone wanting to get from either east to west or west to east along gridlocked roadways when they could simply go down Elfin Forest Rd, which is not gridlocked...yet.

As for comments for the Valiano EIR, I offer the following remarks:

As far as development goes, all developments should follow the community plan for the area. This development is not in harmony with the community plan, that was approved by the county. Lots should be large, as are most of the surrounding lots. Clustered developments, such as this one and Harmony Grove Village, bring an urban flavor, to what is supposed to be rural, to the area, which destroys the community character of the area.

Harmony Grove Village should not have been approved, but this development should not be approved simply because Harmony Grove Village was approved (again, one project typically begets the next). Two wrongs don't make a right.

There are many horses in the area, and with the commercial area proposed in this new project, along with the additional homes added to the already approximately 800 approved homes, will make it difficult for people to ride their horses safely.

AG-1 Comments noted. Due to the distance of Elfin Forest from the Proposed Project, as well as intervening higher topography that obscures the Project, direct impacts to the community character of Elfin Forest would not occur.

Elfin Forest could have impacts from the Project relative to "dark skies." As stated in EIR Subsection 2.1.2.5, existing visible night lighting during environmental review was associated with private homes and equestrian activities. Future streetlights are not proposed along the Proposed Project roadways in general; but would include safety and directional lighting at intersections, consistent with the San Diego County Light Pollution Code (LPC). Intersection street lights would be 18 to 20-foot tall with a shielded down light. Lighting design would include the use of full cut off light fixtures and glare louvers, ensuring that light rays are projected downward and that glare and spillage into the sky or onto adjacent property are restricted to levels permitted by the LPC. Lighting would conform to regulations and impacts would be less than significant.

Due to the fact that Elfin Forest is located more than five miles southwest of the Project site, the Project would not affect the use of existing septic systems.

AG-2 The comment is correct that the San Elijo Hills project is located within the jurisdiction of the City of San Marcos. Regarding traffic heading west on Elfin Forest Road, see Response K-165.

AG-3a The Project housing density is characterized by the County as semi-rural, substantial areas of open space would be incorporated into the Project, and large animal keeping lots are included in two of the neighborhoods. These are not common features of urban settings. See also Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response U-2a for information on elements of the Project that make it semi-rural.

Projects are evaluated relative to their existing setting, impacts, and benefits at the time they are brought forward for consideration. Approval is not based solely on whether a prior project was approved. The design, impacts and mitigation of that prior project, however, may affect the later assessment; potentially resulting in some impacts being assessed as greater, and some as lesser, based on resources present and how they would be affected by the project under review.

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AG-3b There is no commercial area proposed in the Project. The Project would be safe for people to ride their horses as it has been designed to be equestrian-friendly. The Project would contain various equestrian-friendly amenities, such as: retaining portions of the existing equestrian facility in the southeast corner of the Project as an equestrian staging area (the site would be reconfigured to allow public horse trailer parking and use of an exercise ring); promoting equestrian use through the provision of an equestrian trail head area and multi-use trail network; and having Neighborhoods 3 and 5 that would provide lots that would accommodate horses within the County's animal keeping guidelines.

COMMENTS

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AG-4 This project will cumulatively add more traffic onto the road and impact people to the east and west of the project and will impact those of us to the west in Elfin Forest. We are currently on a two lane, light collector road. There are no sidewalks, no bike lanes, and the roads may not even be to code for width. We have seen multiple accidents (some fatal) occur along Elfin Forest and Harmony Grove roads due to people using the roads as a short cut, passing on blind curves (our road have double yellow lines where no passing is allowed). Many bike riders use Elfin Forest and Harmony Grove Roads to travel on. There are no bike lanes, and with the new law, drivers must stay a certain distance from them, which causes the car drivers to cross over the double yellow lines to get by them, around these blind curves. Many parts of the roadway along Elfin Forest and Harmony Grove Road have streets and driveways exit onto them. Many of these areas have poor site distance, especially given that most of Harmony Grove Road is 45 mph, and 50 mph along Elfin Forest Road. The added traffic will cause more problems. The lack of a comment about any traffic from this development westward along Harmony Grove Rd and Elfin Forest Rd from this development, or to say that the traffic would be at a level of insignificance is inaccurate. Once again, all that needs to be done is to study the effects of San Elijo development on our roadways to see that there will be an impact. The cumulative impact of San Elijo, or other developments to the west, and including Harmony Grove Village, Valiano, and another proposed project (to the south of Harmony Grove Rd bordering the Elfin Forest Reserve....potentially 300 homes) should ALL be taken into consideration when doing a traffic study for potential impacts to the current RURAL communities in the area.

AG-5 Besides the known impacts, destruction of community character should also be an important consideration when looking at an EIR.

AG-6 I have lived, as I said, out in the Elfin Forest area for over 32 years. I have evacuated 5 times due to fires in our area. I noticed last year that the evacuation was very dangerous due to the urban development in San Elijo. The Sheriffs dept (I think) blocked off Elfin Forest Rd and we were not initially allowed to evacuate in that direction, effectively putting us in a dangerous situation, not allowing us to leave, as fire was coming our way. Even if the roads had been open, it would not have helped because the evacuation route was gridlocked, LOS F, due to the volumes of cars fleeing the San Elijo development. Had the fire moved faster, or had we had a fast wind, there could have been many lives lost. With the development of the Harmony Grove Village and now possibly the Valiano project, the EIR does not adequately address the large amount of homes, and the traffic that comes with it, and how people will be evacuated. It was not adequately addressed in the EIR with Harmony Gove Village either. We, in Elfin Forest, have two ways in and out: we can go to the east along Harmony Grove Rd, or to the west along Elfin Forest Rd to San Elijo. With these developments off Harmony Grove (including the future development by the EF Reserve), it will increase the danger to the homeowners because of the inability to flee the area in a disaster.

AG-7 In addition, due to the fact that there are so many horse owners in Elfin Forest and Harmony Grove, there could be a substantial loss of animal life, given that many of the horse trailers may not be able to get out. I believe that the county would be liable for any loss of life, should this, or any other, developments be approved, given the known problems with traffic and poor evacuation routes due to increased traffic due to these developments.

AG-8 I do not have a problem with a property owner developing their property as the surrounding properties, but I do have a problem with density increases. A property owner knows what they can build on a parcel when they buy it. They do not have a right to develop it at a higher density. Our area, as said before, is supposed to be rural, on septic systems (to keep density low). We moved out here for the dark skies (therefore no light pollution with street lighting), the quiet, the horse trails, and the dirt paths. The county has the responsibility to allow development in our area that is the same as the current, rural development, as per our community plan. The county has the responsibility to keep our community safe on our roads, and safe in an evacuation. I see nothing in this development that adds anything positive to our rural community. I ask that the county scale back this development and make sure it stays in harmony with our current community: large lots (2 acres), septic tanks (no sewer), no street lighting, etc.

AG-9 Thank you.

AG-4 Per County of San Diego Report Format & Content Requirements for Transportation and Traffic, locations receiving 25 directional peak hour trips are to be included in the traffic analysis. Since the Project adds fewer than 25 trips to Harmony Grove Road/Elfin Forest Road west of Country Club Drive, any analysis further to the west is not warranted. As discussed in Subsection 2.8.2.8, the Project would not create significant traffic hazards to bicyclists on nearby roadways. The additional traffic described above would not impact traffic in a way that would preclude or hinder a vehicle's ability to leave a 3 foot margin while passing a cyclist. As the Project does not cause a significant impact regarding bicycle safety on Harmony Grove Road, no mitigation has been proposed regarding this issue.

AG-5 See Response K-165 regarding analysis of traffic on Elfin Forest Road. In addition, per County of San Diego Report Format & Content Requirements for Transportation and Traffic, locations receiving 25 directional peak hour trips are to be included in the traffic analysis. Since the Project adds fewer than 25 trips to Harmony Grove Road/Elfin Forest Road west of Country Club Drive, any analysis further to the west is not warranted.

AG-6 Community character is an important criterion in environmental review. It is addressed in detail in the Project Visual Impact Assessment (VIA) as well as EIR Subchapter 2.1 and Section 3.1.4. See also Responses AD-5 and U-2a.

AG-7 The comment raises fire safety issues with evacuation. This comment is addressed in Topical Response: Fire/Evacuations.

AG-8 See Topical Response: Fire/Evacuations regarding evacuations.

AG-9 The comment is correct that the Proposed Project would increase density compared to the existing General Plan designation. A General Plan may be modified if appropriate engineering, design and environmental review are completed and the Board of Supervisors approves a General Plan Amendment (GPA). During deliberations on the Project, the Board of Supervisors will consider whether or not to approve a GPA. The Project as proposed would not move forward if the GPA is not approved. The opinion of the commenter is included as part of the record and available to the decision makers prior to the final decision on the Project.

AG-10 The points raised in this comment do not raise environmental issues with respect to the EIR; the opinion of the commenter related to the County's responsibilities is included as part of the record and available to the decision makers prior to the final decision on the Project. See Topical Response: Septic and Responses G-3, G-6 and G-7 regarding the issue of septic versus sewer. See Responses U-2a and AG-1 regarding rural character and dark skies and Topical Response: Fire/Evacuations

COMMENTS

RESPONSES

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7150 Circa de Media
Elfin Forest, Ca 92029

760-744-2034

AG-10
cont.

regarding fire evacuation. The Project would also implement public multi-purpose trails appropriate for use by horses. These trails generally would provide 10 feet of soft surface and would wind through the Project, connecting to Country Club Drive and planned trail by Harmony Grove Village at its southern extent (see EIR Figure 1-18).

Ehsan, Beth

From: Paul A.Curtis <paultrout@aquasolver.com>
Sent: Thursday, June 11, 2015 8:48 AM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net
Cc: EFHGTC
Subject: Valiano Draft Environmental Impact Review Paul Curtis, Elfin Forrest Resident
Attachments: Valiano EIR Biological Review Paul Curtis 6 2015.pdf

Please find a response attached for the

- Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

AH-1 As a community we are very worried about this development. It does not conform to the long developed
 AH-2 GP2020 general plan. If it is successful it will destroy sensitive habitats and have a negative impact on several
 AH-3 threatened and listed species. It will also set a precedence for other developers and essentially null the General
 Plan GP2020. I truly hope the voices of the community can bring some common sense to development in our
 neighborhoods which was supposedly addressed with the General Plan.

Paul A. Curtis
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AH-1 See Response AD-2 regarding need for a GPA.

AH-2 Impacts to sensitive habitats would be mitigated in accordance with County and Resource Agency requirements, and mitigation areas would be of equivalent or superior biological value. Surveys for listed species were negative and none have been documented on site. Although adverse impacts to non-listed sensitive species may occur, proposed mitigation and design considerations would reduce these impacts to less than significant.

AH-3 See the second paragraph of Response AG-3a regarding the effect that prior projects can have on subsequent environmental analyses. The County does not agree that approving this Project would nullify the General Plan.

COMMENTS

RESPONSES

A Review of the Biological Findings from the Draft EIR Study for the Proposed Valiano Development in Eden Valley California.

Dear Sir/Madam

June 8, 2015

Below are my comments to the draft EIR for the Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002.

As an ecologist it is always difficult reading documents such as this where the developer spends a great deal of time outlining all of the damage their project is going to do and then dismissing it through mitigation or other assumptions. Many assumptions are made using very small sample size investigations which are not indicative of true wildlife activity. After review of the document I have many points to bring forth questioning the validity of the assumptions and mitigation.

1) Section 2.4.2.1 Special Species status

The developer states there are no listed species in the project area. This is inaccurate as the Least Bells Vireo, the Coastal California Gnatcatcher and horned lizard are listed species and are present in the Elfin Forrest, Harmony Grove and Eden Valley areas. The destruction of any habitat for these listed species is unacceptable. I believe this is a huge oversight or omission in this study.

Mitigation of any habitat destruction from an ecological standpoint is unacceptable as there is still a net loss of habitat and thus a net loss of required resources and ultimately a reduction in the number of individuals that can be supported. When dealing with listed species we must be thinking in an alternate direction as with habitat restoration and conservation, not destruction. In fact there is some riparian areas that are being rehabilitated to Southern Willow Scrub (SWS) on the Harmony Village project adjacent to the proposed Valiano site. The SWS is the preferred habitat for the Least Bells Vireo and it is most likely these bird do or will exist here. The Valiant project has indicated a 0.04 acre loss of SWS and would most likely have an impact on this listed species. Why is this not brought to attention in this EIR. It is very disappointing that an omission like this is made and makes on suspicious about the rest of the document and the validity of the studies.

The Coastal California Gnatcatcher and the Horned Lizard are similarly missing from the study and as with the Vireo, their habitat loss will have similar impacts. Again any loss of habitat for a listed species is unacceptable.

I have been working with local groups and agencies on trying to rebuild the listed Southern Steelhead in Southern California. As the Escondido Creek drains into the ocean it is considered an anadromous stream and a possible habitat for steelhead. With this, there are strict regulations as to what can happen in on and around the stream. Even though there are no known steelhead, the habitat is conserved. The same should hold for terrestrial habitat for listed

AI-1 Comment noted. Project surveys were completed in accordance with County and Resource Agency requirements.

AI-2 Focused surveys for least Bell’s vireo and coastal California gnatcatcher were conducted according to USFWS protocol by biologists qualified to conduct surveys for these species. Protocol surveys have been scientifically designed by the wildlife agencies to determine whether listed species occupy certain areas and if those areas have the habitat requirements for their occupation. The surveys determined that the species were not present on the Project site and the Project would not impact occupied habitat. The survey results are presented in EIR Appendix E. Coast horned lizard is not a listed species.

AI-3 The willow scrub that would be impacted by the Project is not occupied by least Bell’s vireo (it is also not associated with the occupied portion of Escondido Creek, as the Harmony Grove Village site is). Mitigation is proposed in accordance with County and Resource Agency requirements. As stated in Response AI-2 and in EIR Appendix E, least Bell’s vireo has not been detected on the Project site and the site is not considered occupied by this species or other listed species. Least Bell’s vireo is not present on site because the habitat is not suitable because it occurs in small stands with little to no understory, thus making it low quality for this species. There would be no net loss of southern willow scrub since at least 1:1 creation/establishment is required for jurisdictional wetland impacts.

AI-4 As stated in Response AI-2 and in EIR Appendix E, coastal California gnatcatcher was not been detected on the Project site and, therefore, the site is not considered occupied by this species. Furthermore, sage scrub habitat on site occurs in small, isolated patches, and is considered low

COMMENTS

RESPONSES

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| Al-4
cont. | quality for this species. Coast horned lizard is not a federal or state listed species, but is a California Species of Special Concern. The Project would not impact habitat occupied by listed species. |
| Al-5a | Escondido Creek is located approximately 0.5 mile east and 0.75 mile south of the Project site. Habitat for steelhead is not present on the Project site. Strict water quality measures that are enforced during construction and operation would protect Escondido Creek water quality. |

COMMENTS

RESPONSES

AI-5b cont. species. The EIR has ignored this and appears to have either accidentally or purposely committed these two species from the study.

AI-6 There is so much conservation activity going on in these neighborhoods and it seems counter productive with the destruction of more sensitive habitat. We have compromised with development in or communities and do not want to compromise for any more extended habitat destruction.

Burrowing Owls 2.4-22

AI-7 Again the study assumes that as there was no burrowing owls utilizing the habitat resources that they never will and that there is no impact. As I have already stated the habitat that exists that is suitable for a species, the assumption needs to be that they will return given the opportunity in conjunction with other conservation activities. If we keep eliminating crucial habitat the species will cease to exist. The EIR does not seem to address the amount of suitable habitat that exists locally and in the range of the species being considered. I think this would be a valuable component when looking at species and habitat loss. I still find it hard to believe that the loss of any sensitive habitat is potentially allowed.

Indirect Impacts/ Edge Effects 2.4-21 2.4-22

AI-8 As the EIR has not done a good job at addressing the real impacts of the project on listed species as well as other species, their determination on edge effects is inaccurate. All of the species that are outlined and those listed species that were ignored are going to be impacted. The long term edge effect will have an impact. How can it not? Any alteration of the surrounding environment will affect the local resources. It is well known that the diversity and types of species will change due to edge effects. There will most definitely be an impact on the cross section of species inhabiting the surrounding resources. These impacts are from noise, dogs and cats, human intrusion, dumping, domestic chemical use, drainage from homes etc. etc etc.....

AI-9 Fragmentation is also an issue that has not been addressed. The EIR presents some habitats that are considered salvaged yet they are completely surrounded by development. Soule (1991) provided evidence at how fragmentation will destroy the habitat over time due to the isolation. The smaller the habitat that is fragmented, the extinction rate is increased. These fragmented areas will need to be considered as destroyed and evaluated as such. As these were considered sensitive they will need to be conserved for the benefit of the species impacted and the development altered to conform to the General Plan to allow its conservation. Again the omission of the listed species that will potentially re-inhabit the sensitive habitats of Elfin Forest, Harmony Grove and Eden Valley seems to have been used to make the impact seem less serious. I feel the the ecological impact to the other sensitive species has been understated as any loss of habitat equates to a loss of resources and a diminishment of the population. See the section on mitigation.

AI-10 The loss of sage is of huge concern. As of 1991 the USFWS reported that 70% to 90% of the sage scrub is gone and we can not afford to lose more. This habitat loss is critical and is a main contributor to the decline of species dependent on this resource.

AI-5b This response assumes that commenter is referring to least Bell's vireo and coastal California gnatcatcher in his statement about "these two species." See Responses AI-2, AI-3, and AI-4, which address this comment.

AI-6 The opinion of the commenter is included as part of the record and available to the decision makers prior to the final decision on the Project.

AI-7 Burrowing owl has not been observed on site. All records of burrowing owl in northwestern San Diego County are prior to 1997. Impacts to sensitive habitats are allowed when consistent with County and Resource Agency requirements and mitigated accordingly.

AI-8 The Project addresses edge effects through implementation of several measures, including permanent signs and fencing around biological open space, avoiding use of invasive species in landscaping, directing lighting away from biological open space, and seasonal restrictions on clearing and grading during the bird nesting season. These measures are considered sufficient to address edge effects on biological open space for the Project. Furthermore, impacts to sensitive habitats would be mitigated in accordance with County and Resource Agency requirements, and mitigation areas would be of equivalent or superior biological value. Surveys for listed species were negative and none have been documented on site. Although adverse impacts to non-listed sensitive species may occur, proposed mitigation and design features would reduce these impacts to less than significant. See Responses K-42 and O-8 regarding pets and K-44 regarding chemical usage.

AI-9 Biological open space on site is for avoidance, not mitigation, and as such is not required to be connected. Mitigation for Project impacts would occur off site in areas with superior habitat connectivity and long-term value. Additionally, surveys for listed species were negative and none have been documented on site.

AI-10 A total of 1.8 acres of sage scrub occurs on site in small, isolated patches. As stated in Response AI-2 and in EIR Appendix E, coastal California gnatcatcher has not been detected on the Project site and the site is not considered occupied by this species or other listed species. Impacts to

COMMENTS

RESPONSES

AI-10
cont.

sage scrub from Project development would not impact coastal California gnatcatcher. The Project is required to obtain a Habitat Loss Permit from the County, with concurrence from the Resource Agencies, for impacts to sage scrub. Mitigation would occur in accordance with County and Resource Agency requirements.

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Wildlife Access 2.4-27

AI-11

How is the study sure that the habitat is not supporting foraging, breeding etc? Any habitat provides resources and will contribute to the success of a species or population. The study sample sizes are very small and making conclusions such as this is impossible. There was already a statement saying that there is foraging by raptors. These would surely be impacted. How is this no significant affect.

GP2020, What Happened?

AI-12

As a resident of Elfin Forrest and a biologist/ecologist i have reviewed many EIR's and spent a great deal of time involved in the development of the General Plan 2020. We believed that this was going to give the residents of Elfin Forrest, Harmony Grove and Eden Valley some security in how development would proceed. There was a great deal of sacrifice and compromise made by the residents of these communities in order to come to an agreement. Over 10 years was spent on this process and now we are asking why did we do this? Even before the ink has dried on the document we are now faced with developers trying to get the rules changed to facilitate their grossly nonconforming projects and destruction of crucial habitat.

I feel betrayed in the fact that after we thought we had some security in out communities, we are right back where we started. Why did we waste all that time (10 plus years) and money on the General Plan when groups with money can come in a try to dictate the rules? This and other non-conforming projects should just be told NO. I, and I am sure many in the community, believe this is how it should be. Adherence to the GP would save a lot of money and community stress.

On page 2.4-35 there is a statement that there is "NO IMPACT WOULD OCCUR ASSOCIATED WITH LOCAL POLICIES< ORDINANCES AND ADOPTED PLANS". This is an outright lie as the entire project does not conform to the GP20202 general plan and this entire document is an attempt to change the general plan for their project.

AI-13

I am just commenting on the biological portion and has found many errors, and inconsistencies. It is very disconcerting that this biological portion is even being considered as accurate. These errors and omissions should have been identified by other reviewers and particularly the consultants doing the work. I think this again highlights the need for third party reporting and not having a company hired by the developer to do the analysis and studies. The bias and omissions written into this portion of the report is offensive as this whole project is. The complete disregard of the general plan and all of us that live in this community that have helped develop the general plan and are living by it, including the undesirable portions which we compromised on like Harmony Grove Village. We are done with more compromise.

The Use of Mitigation to Justify Habitat Destruction

AI-14

Ecologically the use of mitigation for to "offset" the loss of habitat during development debilitating to species. The ability of a species to exist is solely based on the availability of resources. These resources are composed of everything from food and water to availability of

AI-11

Project impacts were analyzed relative to the County's CEQA Guidelines for the Determination of Significance. The EIR acknowledges that the Project would impede wildlife access to on-site areas that may be used for foraging, breeding, or obtaining water; however, these areas do not support critical populations of species. Project implementation would retain adequate access to areas that may be used for foraging, breeding, and water sources, particularly in the northwest portion of the site where 47.5 acres of lands conserved as a combination of biological open space and agricultural easement provide direct connection to off-site lands along 2,900 linear feet of the Project site's western boundary. Loss of raptor foraging habitat was identified as a significant impact, and mitigation is proposed per County Guidelines.

AI-12

The opinion of the commenter is included as part of the record and available to the decision makers prior to the final decision on the Project. See the second paragraph of Response AD-3 regarding community involvement with planning documents and the balance with the rights of property owners to propose alternative uses on their own properties. The statement on page 2.4-35 of the EIR specifically relates to cumulative effects associated with plans affecting biological resources. As detailed in Subchapter 2.4, the Project would be expected to conform to all local policies, ordinances and adopted plans relevant to biological resources evaluation. The commenter is correct that the Project does not comply with the existing General Plan land use designation. For that reason, a GPA is proposed. The policies stated in the General Plan would not change. The specific land uses on the Project only would be affected. If the GPA is approved as part of the Project, the inconsistency with the land use designation would be resolved, as the General Plan would be amended to incorporate the Project as proposed.

AI-13

All of the commenter's specific comments on the biology section of the EIR are addressed above. No response is required. The opinion of the commenter is included as part of the record and available to the decision makers prior to the final decision on the Project.

AI-14

The County Guidelines and CEQA recognize off-site mitigation as a legitimate measure to mitigate project impacts to habitats and for sensitive species. Note that mitigation for listed species require special permitting by the listing agency.

COMMENTS

RESPONSES

AI-14
cont. other reproductive individuals. All of these resources are available with in the habitat available. As we continue to destroy more habitat, the level of resources declines, few individuals can exist and we push species closer to being endangered. Of course some species are much more adaptable and can cope but others are not and thus decline more rapidly in population. We have two examples her with the Least Bells Vireo and the Coastal California Gnatcatcher. They have been driven to endangered status by urban sprawl and habitat loss. The Elfin Forrest, Harmony Grove and Eden Valley areas are a few of last vestiges of appropriate habitat for these animals and we cannot afford to lose more. If fact, more restoration projects are needed to try and help provide more resources and thus increase resident populations.

AI-15 The misnomer of Mitigation is that something is being conserved when in actual fact there is a loss. The mitigation of small plot here and small plot there causes fragmentation and Soule (1991) demonstrated how detrimental that is to the survival of a species. We need to reevaluate the use of mitigation and the negative impacts it has on species. With this, the following paragraph is inaccurate. The use of mitigation has not worked and needs reevaluation. Why is the assumption that existing habitat is slated for destruction and only through the destruction of some habitat is other habitat conserved? This is not conserving species or ensuring that they "thrive". These are sensitive species and have become threatened or listed because of habitat destruction and the destruction of more habitat will equate a loss of individuals and a reduction of the population. The loss of habitat not only affects the absolute number of individuals it also decrease the potential diversity of the species. With loss of specific areas and territories there will be less intermingling of individuals between territories or somewhat isolated areas of habitat and/or territories. It is this intermingling of different populations of the same species that maintain or expand genetic diversity. When eliminating any of these areas or territories we are reducing the ability to maintain or are diminishing diversity. From an ecological standpoint, this does not equate to a thriving population or allowing a population to thrive.

"The specified habitat mitigation ratios take into consideration the importance of preserving areas necessary to ensure the continued survival of the more sensitive raptors and the grasshopper sparrow. The habitat preservation ratio is effective because through retention of sustainable habitat, sensitive species can continue to thrive. The mitigation would preserve species habitat and foraging grounds, and thus, help ensure survival of these species within the Project site (open space) and within the County. The mitigation ratios utilized for impacts to these species' habitats were developed based upon NCCP Guidelines (CDFW and California Resources Agency 1997) intended to accomplish preservation of sensitive species, and the wildlife agencies have reviewed and approved these mitigation ratios."

AI-16 Throughout this section the authors are stressing how little impact there will be and all is glowing. How can this be when there are 17 significant biological impacts! Harmony Grove, Elfin Forest and Eden Valley have some of the last vestiges of the habitats being destroyed west of interstate 15. With this these areas have been valued for mitigation from other developments. We should be conserving what we have and not fragmenting and destroying some of these essential and/or critical habitats.

Ignoring MSCP?

AI-15 Contrary to the commenter's assertion, mitigation in accordance with the Multiple Species Conservation Program (MSCP) regional planning effort is not a misnomer. The MSCP provides for a network of preserve areas and linkages to protect the County's native plants and wildlife. Providing mitigation for impacts to habitat is a means to help establish the regional network of preserved lands. Targeting preservation in areas with superior habitat value and connectivity leads to a more functional preserve system with wildlife corridors and linkages promoting genetic diversity, as opposed to requiring smaller plots of on-site open space on every project. While the North County MSCP (NCMSCP) is draft and analysis is not yet complete for coverage of listed species, its preserve design has achieved high value and connectivity. The Project conforms to the draft NCMSCP preserve design.

AI-16 The Project site is not considered a priority area for conservation under the draft NCMSCP (i.e. not identified as proposed Pre-Approved Mitigation Areas [PAMA]). The Project's significant impacts to biological resources are mitigated to less than significant.

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- AI-17 Why is the MSCP being ignored and the standards from older requirements. Although the original MSCP was developed for south San Diego county, there are new guidelines being established for North County and should be implemented for this document

From the MSCP document "The overall MSCP goal is to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, thereby preventing local extirpation and ultimate extinction. This is intended to minimize the need for future listings, while enabling economic growth in the region. Where land is preserved as part of the MSCP Preserve through acquisition, regulation, mitigation or other means, management is necessary to ensure that the biological values are maintained over time and remain viable."
- AI-18 This study is very weak and is obviously prepared by a company that was paid by the developer. It would be far more appropriate for the developed to provide funds to an independent group or the county to then hire the companies to do the studies. This EIR reads like a pretty picture of how this is such a wonderful project and is going to have such little effect on the local environment. In reality there will be significant impact on several endangered and listed species not to mention the lives of other wildlife species and those of us living in these communities.
- AI-19 I chose to focus on biological aspects but there are also many concerns with traffic and fire safety which I know are being commented on in more detail by others in the community. With the road infrastructure now in place for Harmony Grove Village which appears inadequate to carry the density being built and then add another development the area is going to be overrun. It is a fire evacuation hazard as well as a daily hazard for residents of the existing communities. The impacts on Harmony Grove road and Elfin Forrest Road were not even addressed. These roads are considered scenic drives and are to remain 2 lane. The developers projects will do nothing but make them more hazardous than they are now.
- AI-20 We as community members worked very diligently on identify areas where we would compromise in the development of the GP2020 general plan in order to attain some security for our communities against the types of development proposed by Valiano. Here we are after all the work and oney spent with the ink barely dry on the General Plan and we are again fighting for our rural way of life. This is unfair to us and any developer whose plan does not comply to the General Plan should just be told NO!

- AI-17 The Project is consistent with the draft NCMSCP. As stated above, the Project site is not considered a priority area for conservation under the draft NCMSCP. Until the plan is adopted, the EIR analysis must discuss the applicability of the plan, but also apply the County standards in the Format and Content Requirements for Biological Resources.
- AI-18 As previously stated, survey results for listed species were negative and the Project site is not considered occupied by listed species. The Project would not impact listed species. Mitigation for impacts to habitat and non-listed species is consistent with County and Resource Agency requirements.
- AI-19 Traffic impacts are analyzed in Subchapter 2.8, including cumulative analysis that included the Harmony Grove Village project (Phase 1 HGV traffic was considered part of the existing traffic). Mitigation would be implemented to reduce the impacts that are found to be potentially significant. Regarding traffic on Harmony Grove Road and Elfin Forest Road, see Responses K-165, AD-14, and AE-2. Regarding fire evacuations, see Topical Response: Fire/Evacuations.
- AI-20 The County appreciates the time spent by community members to contribute to the General Plan Update. The opinion of the commenter is included as part of the record and available to the decision makers prior to the final decision on the Project. Other portions of the comment do not raise a specific issue related to the adequacy of the EIR. Therefore no further response can be provided.

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COMMENTS

RESPONSES

Ehsan, Beth

From: Jan Denny <jan@raptorridge.net>
Sent: Sunday, June 14, 2015 2:34 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; fhgtc@gmail.com
Subject: Resident Input on the Valiano Project in Harmony Grove

Dear Ms. Ehsan:

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 Jan Denny and I've lived on Seaquest Trail in Elfin Forest for 14 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:

Community and Land Use Example

- General Plan Update: In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years.
Harmony Grove Village: Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff.
NC17: This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement

AJ-1 Introductory comment noted. 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.

See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response AD-3 regarding the Community Plan. Please see responses to specific comments, below.

AJ-2 Thank you for your participation in the General Plan Update process. See Response AD-2 regarding need for a GPA. See comments I-3 and I-4 regarding consistency with the Community Development Model.

AJ-3 This is a repeat of comment AD-3. See Response AD-3.

AJ-4 This is a repeat of comment AD-4. See Response AD-4.

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AJ-4 cont. we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.

AJ-5 • **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look "rural" up in the dictionary. Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

AJ-6 • **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). This is inconsistent.

Fire Safety Examples:

I am very concerned about the impacts that this project will have on my safety and those of my community.

AJ-7 • From the DEIR it is clear that they have not taken into account the most recent fire, Cocos Fire. The DEIR states most fires come from the East, when the last few fires, including Coco's came from the West. I could see the Cocos fire from my house in western Elfin Forest, and of course had to evacuate with my family, animals, and a few belongings.

AJ-8 • 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. 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.

AJ-9 • 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. In the Harmony Grove Fire, many people were unable to get their horses into a trailer, so walked them out – down the middle of the street. 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. Can you imagine this chaotic scene? People walking, cars in the road, horses in the road, everyone in a state of panic – and multiple this by the number of homes and animals. This is significant and not mitigated.

AJ-10 • 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.

AJ-11 • Additionally, they are increasing our risks by asking for (and have already received) a variance on road width on Hill Valley because they don't have easements to widen it. It is not wide enough for two fire trucks to pass side by side. SMFD gives them the variance, but other FD will likely respond (and deal with the safety consequences). **This puts us at more risk as firetrucks will have reduction of access to Hill Valley Road.**

AJ-5 This comment is substantially similar to comment AD-5. See Responses G-7 and AD-5.

AJ-6 This is a repeat of comment AD-6. See Responses G-3 and G-7.

AJ-7 This is a repeat of comment AD-7. See Topical Response: Fire/Evacuations and Response K-59.

AJ-8 This comment is substantially similar to comment AD-8. See Topical Response: Fire/Evacuations regarding fire safety with evacuation.

AJ-9 This comment is substantially similar to comment AD-9. See Topical Response: Fire/Evacuations regarding evacuations.

AJ-10 This is a repeat of comment AD-10. See Responses K-199 and AD-10.

AJ-11 This is a repeat of comment AD-11. See Response AD-11.

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AJ-12	<ul style="list-style-type: none"> They are assuming existing home owners will be responsible for Fuel Modification Zones, an encumbrance to those landowners.
AJ-13	<ul style="list-style-type: none"> Lastly, the FPP focuses exclusively on the impacts to <i>the project</i> but no reference to how it will jeopardize the wellbeing and safety of existing community. <p>Traffic Examples:</p>
AJ-14	<ul style="list-style-type: none"> 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.
AJ-15	<ul style="list-style-type: none"> 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.
AJ-16	<ul style="list-style-type: none"> 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.
AJ-17	<ul style="list-style-type: none"> 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.
AJ-18	<ul style="list-style-type: none"> 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. <p>Equestrian Examples:</p>
AJ-19	<p>The applicant's attempt at incorporating a small number of equestrian lots to somehow check the box on rural and equestrian fails on a number of levels.</p> <ul style="list-style-type: none"> First, there aren't enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living.
AJ-20	<ul style="list-style-type: none"> Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely.
AJ-21	<ul style="list-style-type: none"> A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire. <p>General Plan Incompatibility:</p>
AJ-22	<p>If the project is allowed to proceed as proposed it will be in direct conflict with at least two of the initiatives contained within the County's Strategic Plan. Specifically:</p> <ul style="list-style-type: none"> <i>Make neighborhoods healthy places to live, work and play</i> <ul style="list-style-type: none"> The noise, air pollution and traffic associated with this project would make my neighborhood a markedly unhealthier place to live, work and play compared to today <i>Help communities prepare, respond and recover from public health threats, environmental hazards and other emergencies</i> <ul style="list-style-type: none"> If this project was built as proposed, the inability to evacuate safely and in a timely manner during a wildfire would leave my community far less able to respond to such an emergency
AJ-23	

AJ-12	This is a repeat of comment AD-12. See Response AD-12.
AJ-13	This is a repeat of comment AD-13. See Response I-59 for how the proposed fire protection measures would affect the whole neighborhood.
AJ-14	This is a repeat of comment AD-14. See Responses K-165 and AD-14.
AJ-15	See Responses E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way and K-167 regarding the analysis and mitigation of that intersection.
AJ-16	See Response I-61 regarding impacts of the SPRINTER.
AJ-17	This is a repeat of comment AD-17. See Response AD-17.
AJ-18	This is a repeat of comment AD-18. See Response AD-18.
AJ-19	This is a repeat of comment AD-19. See Response AD-19.
AJ-20	This is a repeat of comment AD-20. See Response AD-20.
AJ-21	This is a repeat of comment AD-21. See Response AD-21.
AJ-22	This is a repeat of comment AF-20. See Response AF-20.
AJ-23	This is a repeat of comment AF-21. See Response AF-21.

COMMENTS

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Visual Character Examples:

AJ-24 The project will be introducing elements that drastically change the aesthetics and visual character of the community in a permanent and significant way:

- AJ-25 • Extensive grading, manufactured slopes of up to 60 feet tall;
- AJ-26 • 1000 foot walls of up to 20 feet tall, extensive fencing, retaining walls and sound walls,
- AJ-27 • not to mention the clustered nature of the development with very high density housing scattered around the project area.
- AJ-28 • 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.
- Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).

Air Quality and Green House Gases Examples:

AJ-29 According to the DEIR, the project will have significant and unavoidable air quality impacts and no way to mitigate these impacts.

- AJ-30 • More than doubles the vehicle miles traveled (VMTs).
- AJ-31 • They don't show that a project with fewer units is infeasible.
- They claim green credentials by exceeding Title 24 standards from 2008, but newer standards are currently in place (2013) which are even more stringent (and they do NOT meet these standards). This seems disingenuous or at least erroneous.
- AJ-32 • There's a new executive order put in place by Governor Brown (4/29/15) which requires an even greater reduction of Green House Gases. The DEIR should be revised to show whether or not it meets this new reduction target.

Construction Related Impacts Examples

AJ-33 The construction calls for a large amount of blasting and grading for a period of at least 2 years, and in areas that are in close proximity to houses on hillsides as well as the valley floor. They are also within proximity to livestock and, particularly, horses, which can be very sensitive to noise and vibration. Two years of blasting and grading will be a huge imposition on the local residences and create unsafe situations involving large animals.

AJ-34 • A sound wall will not prevent horses from being spooked by large explosions which can cause a very unsafe situation for horse handlers and riders. It will also destroy the ability for property owners to use their properties in the way they choose (for equestrian purposes, for example).

AJ-35 • The suggested mitigation measure of having livestock moved out of the blasting area every time there will be blasting, is unreasonable and infeasible. Remember, there are over 180 horses in Eden Valley alone. Moving large animals is a complicated and potentially dangerous job. Doing so on a large scale would be very impractical. Several properties adjacent to the project site have 20 to 120 horses onsite at any given time.

Please take these concerns seriously when reviewing Valiano's proposal. They reflect the very real fears of the people who will be living with this development for many, many years to come.

Thank you for your time.

Jan Denny
2255 Seaquest Trail

AJ-24 This is a repeat of comment AF-22. See Response AF-22.

AJ-25 Response

AJ-26 See Response U-2a regarding the consolidated nature of proposed development.

AJ-27 This is a repeat of comment AF-25. See Response AF-25 regarding characterization of Project impacts and the Project simulations.

AJ-28 See Response K-16 regarding Project consistency with General Plan policy COS-12.1.

AJ-29 The comment is correct in that the Project would result in significant and unmitigable air quality impacts. The Project is incorporating a number of Project design features; however, it is not feasible for the Project to mitigate for cumulative air quality impacts contributed by other projects. No reference amount is provided to justify the commenter's claim that the Project is doubling VMTs.

AJ-30 See Response K-26b with respect to Project alternatives with fewer residential units.

AJ-31 See Response K-27 with respect to compliance with the 2016 Title 24 Energy Code.

AJ-32 See Response K-51 with respect to Governor Brown's issued Executive Order B-30-15.

AJ-33 This is a repeat of comment AF-31. See Response 149a for the requirement to prepare a blasting control plan and Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

AJ-34 This is a repeat of comment AF-32. See Response AF-32.

AJ-35 This is a repeat of comment AF-33. See Response AF-33.

COMMENTS

RESPONSES

Elfin Forest, CA 92029
760-420-7324

Ehsan, Beth

From: Susanne Desai <susannedesai@gmail.com>
Sent: Monday, June 15, 2015 1:37 PM
To: Wardlaw, Mark; Blackson, Kristin; Loy, Maggie A; Ehsan, Beth; Sibbet, David
Cc: efhgtc@gmail.com; douglas.dill@att.net; bruce.bettyliska@gmail.com; Horn, Bill; Ron-Roberts; Roberts, Dave; Jacob, Dianne; Cox, Greg
Subject: Comments on Draft DEIR Valiano/ Elfin Forest

Dear County Planning and Development Services, Thank you for your time and service to the well being of our county of San Diego.

I live at 7030 Elfin Oaks Road 92029 in the unincorporated area of San Diego. For the last 8 years I have enjoyed the peaceful rural atmosphere of Elfin Forest on my 4.6 acres. My property borders elfin forest road and we have seen a huge increase in traffic on the road which affects the private trail and my horse arena adjacent to the traffic. I am a professional horse writer and I have 30 years experience keeping horses. I can hear the traffic loudly from my windows. I have many concerns with the county approving any plans which would directly affect my quality of life in a rural area and my property values. The draft EIR for Valiano has many concerns for me.

1. Safety. I am concerned about fire safety. Last May it was hard to evacuate my 2 horses due to traffic. I was turned around with trailer my police and had to drive past fire to evacuate because the traffic on San Elijo Road was not moving. I am concerned that if I have a heart attack there will not be service and our island of service will be even more unreachable in good time.

2. I am very concerned about the traffic on Elfin Forest Road as it is already too loud to be around on my 4.6 acres with my 2 horses. There are many trucks over weight limit and just the amount of traffic in the morning and at night make it unsafe for me to ride in the arena as it is now and with many more houses that will be much worse.

3. My house is only as nice as the community it is based in. I am afraid these new houses if they are approved will destroy the nature on my 4.6 acres and the rural character of elfin forest community. I also have a protected oak tree reserve on my property which I cannot build on and plan to protect for many years to come. I have over 25 protected native oak trees on my reserve.

Thank you for taking my comments into consideration.

Susanne Desai
 7030 Elfin Oaks Rd
 Elfin Forest, CA 92029
 858-354-6044

AK-1 Comment noted. Please see responses to specific comments, below.

With regards to traffic noise on Elfin Forest Road, note that approximately 16 peak hour trips (see Response K-218) would be added to Harmony Grove Road (and subsequently Elfin Forest Road) west of Country Club Drive. As shown in Table A, this roadway segment's existing traffic volume is 8,370 ADT (or assuming a 10 percent peak hour traffic volume, the segment would have 837 peak hour trips). A generally accepted rule for a significant noise increase is a 3 dBA increase; such an increase would be caused by a doubling of traffic (a 100 percent increase). As the Project would increase traffic by approximately two percent, it would not cause a significant increase in noise.

With regards to property values, according to CEQA Guidelines Section 15131(a):

Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes.

In other words, a project's economic impacts on a community could be considered potentially significant only if they can be tied to physical changes. Therefore, an evaluation of a project's impact on property values without evidence of a causal change to specific physical effects would not be needed in an EIR.

AK-2 See Topical Response: Fire/Evacuations regarding evacuations

AK-3 As indicated in Response AK-1, off-site traffic noise impacts are less than significant and no mitigation is required. The Project's two percent addition to peak hour traffic on Elfin Forest Road would not create a significant new hazard to equestrian users in the area. Hazards to equestrian uses are further discussed in Subsection 2.8.2.8 of the EIR.

AK-4 Based on a check of Google Earth, your home is approximately 3.5 miles from the closest part of the Project, although farther by road. It is also separated from the Project by intervening hills and a ridgeline. No impacts are anticipated to your property in Elfin Forest.

COMMENTS

RESPONSES

Ehsan, Beth

From: Jan Duncan <janduncan77@yahoo.com>
Sent: Monday, June 15, 2015 1:07 PM
To: Ehsan, Beth
Cc: Horn, Bill; diannejocab@sdcounty.ca.gov; Cox, Greg; ron.roberts@sdcounty.ca.com; Roberts, Dave; bruce.bettyliska@gmail.com
Subject: Fw: EV Bugle - DEIR Comments Due Monday 6/15.

The following is a letter that I can not edit or would do so. I would like to add some comments of my own while I whole heartedly agree with all of the above concerns voiced by other residents in Eden Valley

I live on Eden Valley Rd. I moved here from the coast to escape the traffic, noise and general attitude of mass housing density was well as quiet roads. I and many(most) residents have horses that we enjoy keeping at home but haul out to many areas for competition, trail riding etc. It is my understanding that Eden Valley is a private road the residents payed to have paved. It is already dangerous to pull out with a horse trailer at certain times of the day and may become impossible if it used as an access road for the Valiano project. There is a larger canal that crossed the road which is presently a deep culvert area that you have to drive thru. There are barns and dwellings located closely to the road at it's present size. There is only a small area of the proposed Valiano project that even accesses Eden Valley Lane. Maybe 100 feet while there are other roads that abut much more of the proposed project land.

Additionally there is no way evacuating for a fire down Eden Valley could be accomplished with more homes as it was rough during the fire last year that came into the neighbor. Fire fighting agencies were so overburdened and lacked the resources to adequately defend our area. It was a neighbor with large equipment that went in and cut the fire breaks and actually assisted fighting the fire while a handful of Cal fire people looked, unlocking gates and cutting fences to let him in.

I cannot not find a way that Integral / Valiano can mitigate the traffic, fire, and let's not forget WATER concerns as well as the effect the overconstruction and building on our beloved horses and other livestock in the valley let alone the natural animal residents.

When I moved into the neighborhood I carefully checked what it was zoned for, what was allowed etc. Why aren't the developers held accountable for the same.

The whole area is already not prepared for the Harmony Grove Village starting up now.

Their designated "horse trails" are a joke when it comes to the safety of all using them.
Jan Duncan

On Sunday, June 14, 2015 6:50 PM, Friends Of Eden Valley <edenvalleynews@aol.com> wrote:

AL-1 Introductory comment noted. Please see responses to specific comments, below.

AL-2 The Project would be required to ensure that Eden Valley Lane meets County of San Diego Private Road Standards. Maintenance of this road from Country Club Drive to the Project's entries would be the responsibility of the Valiano HOA. This would reduce the maintenance cost for the existing homes along Eden Valley Lane.

AL-3 The TIA (Appendix H of the Final EIR) found that Eden Valley Lane, which is expected to carry 50 percent of Project trips, was forecasted to operate at acceptable LOS C or better conditions.

AL-4 This comment does not address the adequacy of technical analysis under CEQA. As can be seen in Figure 1-15a, the culvert area would remain.

AL-5 The Project would be required to ensure that Eden Valley Lane meets County of San Diego Private Road Standards. Approximately 50 percent of Project trips would likely use Eden Valley Lane for Project ingress and egress.

AL-6 See Topical Response: Fire/Evacuations regarding fire evacuation.

AL-7 As described in the EIR, the Project would have a less than significant impact with regards to fire protection. The only significant impact to water supply would be visual and biological impacts of the R7 Reservoir, which would be mitigated through M-UT-1. The Project would have significant impact with regards to traffic. Mitigation measures would be implemented for each impact; however, impact TR-3 would remain unmitigated due to the uncertainty of the measures' implementation by another jurisdiction. The Project includes various equestrian amenities, as discussed in Subchapter 1.2. Significant impacts to wild animals would be mitigated, as discussed in Subchapter 2.4.

COMMENTS

RESPONSES

- AL-8 Property owners are responsible for conforming to existing zoning requirements unless they are successful in obtaining a rezone or variance from those requirements. These planning options are provided so that private property owners can pursue the use of their property that is most desirable to them. The Project cannot be built as proposed unless the Board of Supervisors approve a Rezone and GPA and certify the EIR.
- AL-9 This comment does not address the adequacy of technical analysis under CEQA. Harmony Grove Village was approved in 2006 and has been under construction. Sales are ongoing.
- AL-10 As discussed in Subsection 1.2.1.2, signage depicting trail safety and rules would be located at strategic places along the trail. The trail is intended to serve equestrian uses, hiking, biking and jogging. The multi-use trail would be built to County of San Diego Trail Design Standards. The trail would run entirely along the community parkway, in addition to connecting with parks and open space.

COMMENTS

RESPONSES

Hi all:

For those who still haven't submitted comments for the Valiano Draft EIR, the deadline is **this Monday, June 15 at 4pm**. We really need as many people as possible to submit comments, however brief. Many thanks to all those who have submitted so far.

If you're at a loss for exactly what to say in your comments, we've created some examples (see below) that you might want to use to submit comments across a variety of categories. There should be an intro that explains who you are and why you are writing. And then there are numerous categories of issues you can choose from. I would pick 2 or 3 issues (or more, if you choose) you find most relevant to you and personalize them (paraphrase or whatever). The key is to incorporate anecdotes from your own personal experiences (such as traffic, the fires, community character, rural nature of where we live, etc.) that are personal and relevant to the DEIR.

Intro Example

Dear Ms. Ehsan:

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 _____ and I've lived on _____ in [INSERT COMMUNITY] for _____ 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 JP's major concerns with the project:

[FOLKS: pick one, two or three of the below major areas of impact that you are most concerned with and then include a personal anecdote that personalizes it. Feel free to paraphrase the text provided (it would be good if you did).]

Community and Land Use Example

- **General Plan Update:** In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.

- **Harmony Grove Village:** Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in

AL-11 This comment does not address the adequacy of technical analysis under CEQA. Please see responses to specific comments, below.

AL-12 This is a repeat of comment AD-2. See Response AD-2 regarding the need for a GPA.

AL-13 This is a repeat of comment AD-3. See Responses U-2a and AD-3 regarding Harmony Grove Village and Project clustering, as well as community planning efforts.

COMMENTS

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AL-13 cont. with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.

AL-14 • **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.

AL-15 • **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look "rural" up in the dictionary. Valiano is not it. For me, rural means... [INSERT MORE OF WHAT RURAL MEANS TO YOU PERSONALLY, EG RANCH FENCING, BARNs, OPEN SPACE, WILDLIFE, ANIMAL SMELLS, SOUNDS ETC.] Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

AL-16 • **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). This is inconsistent.

Fire Safety Examples:

AL-17 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. [INSERT PERSONAL ANECDOTE ABOUT THE FIRE]. The DEIR states most fires come from the East, when the last few fires, including Coco's came from the West.
- 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. [INSERT EVACUATION ANECDOTE]. 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

AL-14 This is a repeat of comment AD-4. See Response AD-4.

AL-15 This is substantially similar to comment AD-5. See Responses G-7 and AD-5.

AL-16 This is a repeat of comment AD-6. See Responses G-7 and AD-6.

AL-17 This is a repeat of comments AD-7 and AD-8. See Responses AD-7 and K-59 regarding the Cocos Fire and Topical Response: Fire/Evacuations regarding evacuations.

COMMENTS

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- AL-17 cont. 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.
 - AL-18
 - 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.
 - AL-19
 - 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.
 - AL-20
 - Additionally, they are increasing our risks by asking for (and have already received) a variance on road width on Hill Valley because they don't have easements to widen it. It is not wide enough for two fire trucks to pass side by side. SMFD gives them the variance, but other FD will likely respond (and deal with the safety consequences). **This puts us at more risk as firetrucks will have reduction of access to Hill Valley Road.**
 - AL-21
 - They are assuming existing home owners will be responsible for Fuel Modification Zones, an encumbrance to those landowners.
 - AL-22
 - Lastly, the FPP focuses exclusively on the impacts to *the project* but no reference to how it will jeopardize the wellbeing and safety of existing community.
- Traffic Examples:**
- [SEE EVACUATION ISSUES ABOVE]
 - AL-23
 - 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.
 - AL-24
 - The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already majorly congested. [INSERT ANECDOTE]. 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.
 - AL-25
 - 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.
 - AL-26
 - 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.

- AL-18 See Topical Response: Fire/Evacuations regarding evacuations.
- AL-19 This is a repeat of comment AD-10. See Responses K-199 and AD-10.
- AL-20 This is a repeat of comment AD-11. See Response AD-11.
- AL-21 This is a repeat of comment AD-12. See Response AD-12.
- AL-22 This is a repeat of comment AD-13. See Response I-59 for how the proposed fire protection measures would benefit the whole neighborhood.
- AL-23 This is a repeat of comment AD-14. See Responses K-165 and AD-14.
- AL-24 This is a repeat of comment AD-15. See Responses E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way and K-167 regarding the analysis and mitigation of that intersection.
- AL-25 This is a repeat of comment AD-16. See Response I-61 regarding impacts of the SPRINTER.
- AL-26 This is a repeat of comment AD-17. See Response AD-17.

COMMENTS

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- AL-27
 - 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.

- AL-28

Equestrian Examples:
The applicant's attempt at incorporating a small number of equestrian lots to somehow check the box on rural and equestrian fails on a number of levels.

 - First, there aren't enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living.

- AL-29
 - Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely when you include it's food, tack, trailer for hauling, and manure management.

- AL-30
 - A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire.

- AL-31
 - This project would represent and irreversible loss of Equestrian Capable lands and is incompatible with the current residents community character and existing uses.

- AL-32

General Plan Incompatibility:

If the project is allowed to proceed as proposed it will be in direct conflict with at least two of the initiatives contained within the County's Strategic Plan. Specifically:

 - *Make neighborhoods healthy places to live, work and play*
 - The noise, air pollution and traffic associated with this project would make my neighborhood a markedly unhealthier place to live, work and play compared to today
 - *Help communities prepare, respond and recover from public health threats, environmental hazards and other emergencies*
 - If this project was built as proposed, the inability to evacuate safely and in a timely manner during a wildfire would leave my community far less able to respond to such an emergency

- AL-33

Visual Character Examples:

The project will be introducing elements that drastically change the aesthetics and visual character of the community in a permanent and significant way:

 - 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.
 - 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.
 - Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).

- AL-27 This is a repeat of comment AD-18. See Response AD-18.

- AL-28 This is a repeat of comment AD-19. See Response AD-19.

- AL-29 This comment is substantially similar to comment AD-20. See Response AD-20 regarding space for horse keeping and Response AD-21 regarding manure management.

- AL-30 This is a repeat of comment AD-21. See Response AD-21.

- AL-31 As private land mostly used for agriculture, with the equestrian facility in Neighborhood 5 closed down, the existing Project site does not contain equestrian lands. The Project would add to the equestrian-capable lands of the area, through equestrian amenities such as the public multi-use trail, neighborhood park including staging area and exercise ring, and the trail head park.

- AL-32 This is a repeat of comment AF-20. See Response AF-20.

- AL-33 This is a repeat of comment AF-21. See Response AF-21.

- AL-34 This is a repeat of comment AF-22. See Response AF-22.

- AL-35 This is a repeat of comment AF-23. See Responses AD-5 and AF-23 regarding walls, fencing and sound walls.

- AL-36 This is a repeat of comment AF-24. See Response U-2a regarding the consolidated nature of proposed development.

- AL-37 This is a repeat of comment AF-25. See Responses AF-25 regarding characterization of Project impacts and the Project simulations.

- AL-38 This is a repeat of comment AF-26. See Responses K-16 regarding Project consistency with General Plan Policy COS-12.1 and Response AF-22 regarding mass grading.

COMMENTS

RESPONSES

Air Quality and Green House Gases Examples:

AL-39 According to the DEIR, the project will have significant and unavoidable air quality impacts and no way to mitigate these impacts.

- AL-40 • More than doubles the vehicle miles traveled (VMTs).
- AL-41 • They don't show that a project with fewer units is infeasible.
- AL-41 • They claim green credentials by exceeding Title 24 standards from 2008, but newer standards are currently in place (2013) which are even more stringent (and they do NOT meet these standards). This seems disingenuous or at least erroneous.
- AL-42 • There's a new executive order put in place by Governor Brown (4/29/15) which requires an even greater reduction of Green House Gases. The DEIR should be revised to show whether or not it meets this new reduction target.

Construction Related Impacts Examples

AL-43 The construction calls for a large amount of blasting and grading for a period of at least 2 years, and in areas that are in close proximity to houses on hillsides as well as the valley floor. They are also within proximity to livestock and, particularly, horses, which can be very sensitive to noise and vibration. Two years of blasting and grading will be a huge imposition on the local residences and create unsafe situations involving large animals.

- AL-44 • A sound wall will not prevent horses from being spooked by large explosions which can cause a very unsafe situation for horse handlers and riders. It will also destroy the ability for property owners to use their properties in the way they choose (for equestrian purposes, for example).

- AL-45 • The suggested mitigation measure of having livestock moved out of the blasting area every time there will be blasting, is unreasonable and infeasible. Remember, there are over 180 horses in Eden Valley alone. Moving large animals is a complicated and potentially dangerous job. Doing so on a large scale would be very impractical. Several properties adjacent to the project site have 20 to 120 horses onsite at any given time.

Where to send your comments before 4pm:

Please email PDS and cc the rest of the contacts below.

To: County Planning and Development Services (PDS) Staff:

- Dave Sibbets: David.Sibbet@sdcounty.ca.gov
- Beth Ehsan (assigned planner): Beth.Ehsan@sdcounty.ca.gov
- Maggie Loy: Maggie.Loy@sdcounty.ca.gov
- Kristin Blackson: Kristin.Blackson@sdcounty.ca.gov
- Mark Wardlaw (Director of PDS): Mark.Wardlaw@sdcounty.ca.gov
- If by mail: 5510 Overland Avenue #110 & 310, San Diego, CA 92123

cc: County Planning Commission:

- Lisa.Fitzpatrick@sdcounty.ca.gov
- If by mail: County of San Diego, Planning & Development Services, 5510 Overland Avenue, Suite 110 San Diego, CA 92123

AL-39 This is a repeat of comment AJ-29. See Response AJ-29 regarding VMTs.

AL-40 This is a repeat of comment AJ-30. See Response K-26b regarding Project alternatives with fewer residential units.

AL-41 This is a repeat of comment AJ-31. See Response K-27 regarding compliance with the 2016 Title 24 Energy Code.

AL-42 This is a repeat of comment AJ-32. See Response K-51 regarding Governor Brown's issued Executive Order B-30-15.

AL-43 This is a repeat of comment AJ-33. See Response K-149a for the requirement to prepare a blasting control plan and Response K-149b regarding potential impacts to livestock and a Project alternative that minimizes grading and blasting.

AL-44 This is a repeat of comment AJ-34. See Response K-149b regarding potential impacts to livestock and a Project alternative that minimizes grading and blasting.

AL-45 This is a repeat of comment AF-33. See Response AF-33. See Response 149a for the requirement to prepare a blasting control plan and Response K-149b regarding potential impacts to livestock and a Project alternative that minimizes grading and blasting.

COMMENTS

RESPONSES

cc: Board of Supervisors:

- greg.cox@sdcounty.ca.gov,
- dianne.jacob@sdcounty.ca.gov,
- dave.roberts@sdcounty.ca.gov
- ron-roberts@sdcounty.ca.gov
- bill.horn@sdcounty.ca.gov
- if by mail: 1600 Pacific Hwy #335, San Diego, CA 92101
- phone: [\(619\) 531-5600](tel:6195315600)

cc: San Dieguito Planning Group

- Bruce Liska: bruce.bettyliska@gmail.com
- Doug Dill: douglas.dill@att.net

cc: Town Council: efngtc@gmail.com

The Application and D-EIR can be found here:

<http://www.sandiegocounty.gov/pds/regulatory/docs/valiano.html>

Janean Huston & FEVRD

Friends of Eden Valley for Responsible Development

www.FriendsOfEdenValley.com

Save our neighborhood from Irresponsible Development! Donate to our fundraising campaign at www.GoFundMe.com/FriendsOfEdenValley

Like us on Facebook if you want to get updates on what's happening around town.

<http://www.facebook.com/FriendsOfEdenValley>

COMMENTS

RESPONSES

Ehsan, Beth

From: jim E <jlrbrock@gmail.com>
Sent: Monday, June 15, 2015 12:03 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; dianne.jacobs@sdcounty.ca.gov; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; efhgtc
Subject: Opposition to Valiano Draft EIR (PDS203-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-13-08-002)

AM-1

I'd like to take a moment of your time to express my strong opposition to the Valiano project referred to above in the subject line. I am a homeowner in Elfin Forest who has lived in this beautiful area for 3 years. My wife and I moved to the area to get away from the crowded, densely packed track homes which pervade the entire La Costa area where we previously lived. We chose the Elfin Forest/Harmony Grove area to move to because it had a Community Plan which managed population density so that we could live a rural lifestyle.

AM-2

My main opposition to the Valiano project is based on the impact it will have on evacuating the valley in case of a wildfire. Last May I was working in my barn when I noticed a plume of smoke in the air to the northeast. That plume of smoke was the start of the Coco's Fire. Recognizing the danger of staying put, my wife and I loaded our three horses into a trailer, gathered our other animals and some important papers and started north on Elfin Forest Rd. As we neared San Elijo Middle School it became obvious that the traffic wanting to go down San Elijo Rd was in a state of gridlock. Everyone in the San Elijo Hills development wanted to go west to get away from the oncoming fire. Had the fire maintained it's southwest course, the tragedy of the Coco's fire would have been much worse than it ended up being.

I decided not to wait in the gridlock of San Elijo Hills. Instead, I made a u-turn (try that sometime with a horse trailer), and headed south and then east on Elfin Forest Rd toward Escondido. Fortunately the traffic this way was much lighter. We were able to pass through Escondido, get our horses to safety, stay with a friend for a few days, and hope and pray that our home and neighborhood were safe. I remember thinking as we passed the area of the new Harmony Grove development that the traffic would likely have been just as bad as the San Elijo traffic if those houses had been built and occupied at the time of the fire.

It's not a question of if another wildfire will occur in this area, all of the fire experts say it's merely a question of when. The population density at San Elijo Hills effectively prevented the folks of Elfin Forest from using that direction as an escape route from the Coco's Fire. Increasing the population density in Harmony Grove, will effectively prevent the folks of Elfin Forest from using the only other direction available to them when the next fire comes. We will be stranded, subject to the vagaries of the fire and the bravery of the consolidated Fire Departments. You can prevent this danger. I urge you to err on the side of safety and not increase the population density in Harmony Grove with the Valiano project.

Regards,
 James R Ellerbrock
 7102 Circa de Media
 Elfin Forest, CA 92029
 760-761-0581

AM-1

Thank you for your introductory comments. This comment is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

AM-2

See Topical Response: Fire/Evacuations regarding fire evacuation. The Project includes measures to ensure that it would not create or add to dangerous conditions in a fire situation (refer to Subchapter 2.9 of the EIR).

COMMENTS

RESPONSES

Ehsan, Beth

From: Jean-Francois Erforth <jeanoerforth@gmail.com>
Sent: Monday, June 15, 2015 1:46 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; dianne.jacobs@sdcounty.ca.gov; Roberts, Dave; ron-robers@sdcounty.ca.gov; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net
Cc: EFHGTC
Subject: Re: Proposed Valiano Development - DRAFT EIR Comment - Opposition

To: San Diego County Planning and Development Services Staff:

Reference: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

AN-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 Jean-Francois Erforth and I live on 7753 Camino Sereno in Elfin Forest since 2007 and in North County since 1995.

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.

I strongly oppose the Valiano Project as proposed for the following reasons:

AN-2

1. Safety in Case of Fire - Evacuation routes. We live in an extremely fire prone area. The ability to evacuate in a quick manner when a wildfire occurs, is critical to us and our animals and frankly to our survival. The Cocos Fire that happened in May 2014 has heavily affected the Harmony Grove area and is a good example of how residents of our valley have to be able to get out quickly. I had to evacuate with my wife and 7 year old son, take our horses and other animals. As we were trying to leave the area we found that the escape route through San Elijo Hills was gridlocked (because of a mandatory evacuation order they had) so we had to turn around and go through Harmony Grove towards Escondido. Thankfully Harmony Grove Village had not been built out at that time. Once Harmony Grove Village will be fully developed, both of our evacuation routes will be heavily populated and we will have bottlenecks on both ends of our valley. It scares me to think what will happen if mandatory evacuation orders are in tact on both ends of our Valley at the same time. We may literally get trapped.

Any further increase in density on the Harmony Grove/Eden Valley side of our Valley will just contribute even more to this problem. I think allowing the Valiano Development to go forward as proposed could result in extremely dangerous and potentially life-threatening situations for residents of Elfin Forest and Harmony Grove in a fire situation like we had last May.

AN-3

2. Community Character As defined in our community plan, we are a rural community. Allowing Valiano to go forward as planned violates our community plan and would tip the scale of urban vs. rural residencies. Harmony Grove/Eden Valley could no longer be called a rural community.

AN-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.

AN-2 See Topical Response: Fire/Evacuations regarding fire evacuation. The Project includes measures to ensure that it would not create or add to dangerous conditions in a fire situation (refer to Subchapter 2.9 of the EIR).

AN-3 See Responses G-7, I-7 and I-8 regarding rural elements in the neighborhood and the Valiano Project. See Responses I-64 and I-65 regarding the balance of urban versus rural residences.

COMMENTS

RESPONSES

AN-4 3. General Plan
 In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.

AN-5 4. Traffic
 The Valiano project as proposed has serious traffic implication (see also point 1 above). It has a single egress on a two lane road, Country Club Lane will be impacted to a point where we will see constant bumper to bumper like traffic.

AN-6 5. Noise impact on the neighborhood and live stock
 The noise impact on neighboring residence and their livestock during construction is unacceptable, especially considering that it has been the same neighbors that have been impacted and continue to be impacted by blasting and construction noise of the Harmony Grove Village.

AN-7 6. Water Shortage and Drought
 It seems counter-intuitive to allow any increase in density to the General Plan during a multi year drought when the State has announced unprecedented mandatory water conservation measures.

I trust that you will make the right decision and advise against this Project as proposed. It is wrong on many, many levels.

Sincerely,
 Jean-Francois Erforth

7751 Camino Sereno
 Escondido, CA 92029

AN-4 This is a repeat of comment AD-2. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-7 (focused on sewer) and AD-2 regarding consistency level with the General Plan, as well Responses I-3 and I-4 regarding the Project consistency with the Community Development Model.

AN-5 See Response W-4 regarding points of egress. The scenarios for Country Club Drive in the TIA (Appendix H of the Final EIR) and EIR adequately evaluate traffic conditions under near-term and long-term conditions per County guidelines. The Project would provide mitigation along Country Club Drive from Auto Park Way to Kauana Loa Drive by implementing intersection improvements at the Country Club Drive/Auto Park Way intersection and providing left-turn pockets onto Project access roads at Eden Valley Lane, Mount Whitney Road, and the two future access driveways.

AN-6 For your concern related to noise impacts, see Response K-149a for the requirement to prepare a blasting control plan and Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

AN-7 The comment concerns water usage. See Responses C-2, C-8, and C-10 for the Project's consistency with the Rincon del Diablo Municipal Water District's (Rincon MWD) Drought Ordinance and the 2014 Urban Water Management Plan (UWMP) update and the Project's reduction of water use compared to the historical baseline.

COMMENTS

RESPONSES

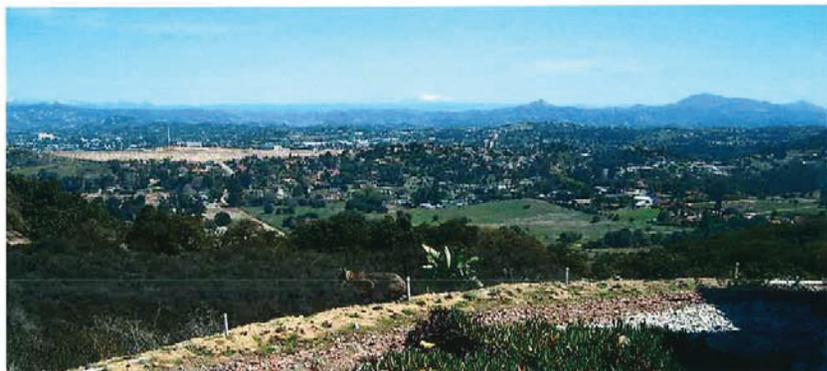
14 June 2015

To: beth.ehsan@sdcounty.ca.gov

Re: Valiano Plan, PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Ms. Ehsan:

Thank you for the opportunity to comment on the Valiano project. We live on Camino de la Cima, due west of the project. The impact to us personally is tremendous and has not been assessed as part of the published study. For example, our view will contain this new neighborhood instead of the rural open spaces we bought the house to enjoy.



Wild bobcat next to the house, Valiano proposed site in background

The noise impact of sounds carrying up from the valley will be tremendous. We currently hear every event that Stone Brewery puts on, and this project adds several hundred families' worth of noise in between that establishment and us.

The back side of the retaining walls described in the Visual Impact Analysis will face our home (and we did not see any plan to fully finish the up-to-20'-high wall on the back to blend in with our current view). The relative seclusion of our house will be no more.

We have a worst-case mental picture of people hanging out, throwing cans and cigarette butts into our brush, looking up at our once-private home from behind a graffiti-covered cinderblock barrier and wandering off into our yard when they want additional privacy. Naturally, we are concerned. But there are also intrinsic problems with this project that have nothing to do with us personally.

AO-1 See Response K-11c regarding views over the Project from Camino de la Cima. Project residences would be generally below the direct line-of-sight to the very expansive views enjoyed by the viewer from these high locations, and as demonstrated in the photograph from the home included in this comment. As shown in the commenter's letter, views would not generally be focused downward. The terrain falls away rapidly, and the eye is drawn to the horizon line of high hills and sky in the far distance.

AO-2 The Proposed Project would be primarily residential in use, and would not include areas that would host events similar in scale to those held at Stone Brewery. Incidental neighborhood noise generated from general residential activities may be audible at the commenter's residence but would be widely distributed throughout the area. Activities at the Project's park areas and private Recreation Facility may also be audible at the commenter's residence, but given the distance between the noise source and the residence would not be of the size or type to significantly increase noise. Project related noise sources shall be required to comply with the County Noise Ordinance, as discussed in Subchapter 2.6.

AO-3 The noted retaining walls are proposed to hold back soil from a generally east-facing slope. They would therefore back up against the retained hill, with their westerly sides against (retaining) the hillside and their easterly sides providing a wall interior to the Proposed Project and within the yards of Lots 153-159 and 161. The back side of the retaining wall

COMMENTS

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A0-3
cont. would not face homes to the west, as the wall would be downslope from, and retaining, the hill on which these homes are located. The walls themselves would not be expected to be visible to viewers from the west and above, as indicated in Response AO-1.

AO-4 The vertical and horizontal difference between the pads of the homes in Valiano and the homes to the west would result in privacy being retained and it is not expected that trash from this downslope development would enter your property. These walls would be vertical, downslope, and facing away from your residence (i.e., also facing easterly, not westerly). Because these retaining walls would be interior to private back yards, no graffiti-covered walls are anticipated. There are no Project trails in this area. Residents in these homes would not have access to or “wander off” onto your property.

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RESPONSES

AO-5 When looking at the impacts of this development on the surrounding area, it is important to take the reports together in conjunction, rather than each on its own. These impacts are all inter-related. By far, the largest issue is fire protection.

For example, in Technical Appendix L, emergency response times were assessed based on current traffic on Country Club Drive, and even then the response times exceeded the required five minutes, showing seven at a minimum (Section 4.1).

AO-6 Meanwhile, the Traffic Impact Analysis (Technical Appendix H) also indicated that there would be a significant direct impact to traffic on Country Club Drive between Auto Park Way and Hill Valley Drive (Section 9.1.2) that would significantly increase this time, even during normal non-evacuation conditions.

AO-7 We have recent real-world nearby experience in emergency conditions. To travel the 2.1 miles from the corner of Craven and Twin Oaks Valley Road to Camino de la Cima during the Cocos fire in 2014 took **28 minutes**.

AO-8 If over 1000 homes are being evacuated at once from Valiano and Harmony Grove Village, all via the same rural route, fire equipment will be completely blocked. This is true even if a notional new fire department is built in Harmony Grove Village 2.22 miles away, farther than the distance in our example.

AO-9 In 2014, the emergency response equipment on Barham Drive was forced to drive westbound in the eastbound bike lane to make any headway through the crowds. There is no such planned bike lane on Country Club Drive.



Fire truck attempting to navigate gridlock on Barham Drive, May 2014

AO-5 See Response I-55 regarding calculation of travel time. As discussed in Section 4.1 of the FPP, with the temporary Harmony Grove Fire Station that is now operational, response times would meet the required five minutes. The permanent station is expected to be operation in late 2018.

AO-6 See Response E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way, Response K-167 regarding the analysis and mitigation of that intersection, and Response AN-5 regarding traffic and mitigation along Country Club Drive.

AO-7 See Topical Response: Fire/Evacuations regarding fire evacuations.

AO-8 See Topical Response: Fire/Evacuations regarding fire evacuations and Response AD-10 regarding status of the Harmony Grove Village fire station.

AO-9 The picture shows a fire truck only partially within a bike lane, and also shows commuter traffic moving over to the left onto the opposite shoulder and other lanes of traffic to create room for the fire truck as is typical for commuter vehicles to do when emergency vehicles are attempting to bypass a crowded area. A bike lane would not be necessary for a fire truck to pass as vehicles would be able to move onto the opposite shoulders or other lanes as demonstrated in the included picture. See Topical Response: Fire/Evacuations for additional information regarding fire evacuations.

COMMENTS

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AO-10

There is no means of egress from Valiano from the north, south, or west. While the Fire Protection Plan indicated that a fire coming from the west was unlikely, that is exactly where the fire came from in 2014 (there is a perpetual west-to-east breeze at all times). With no other means of escape, though, FIREWISE 2000's report that the most likely scenario is an east-to-west fire should not be of any comfort.



Proposed Valiano site after the Cocos fire in 2014

AO-11

In addition, the environmental impacts of the planned community were bounded by the borders of the lots in question. However, the planned road alterations, additional infrastructure, and other supporting development needed to sustain a neighborhood of this size will also have lasting impact on the wildlife and ecological resources currently in that open space.

Our home is situated in an area with extensive wildlife. In addition to snakes, rodents, and other smaller creatures, we have populations of deer, coyotes, and bobcats on-site. Their habitats have already been devastated by the fires, but have a chance to come back. Building hundreds of houses there will not provide the habitat with the chance to return.



Pack of coyotes on our driveway

AO-10

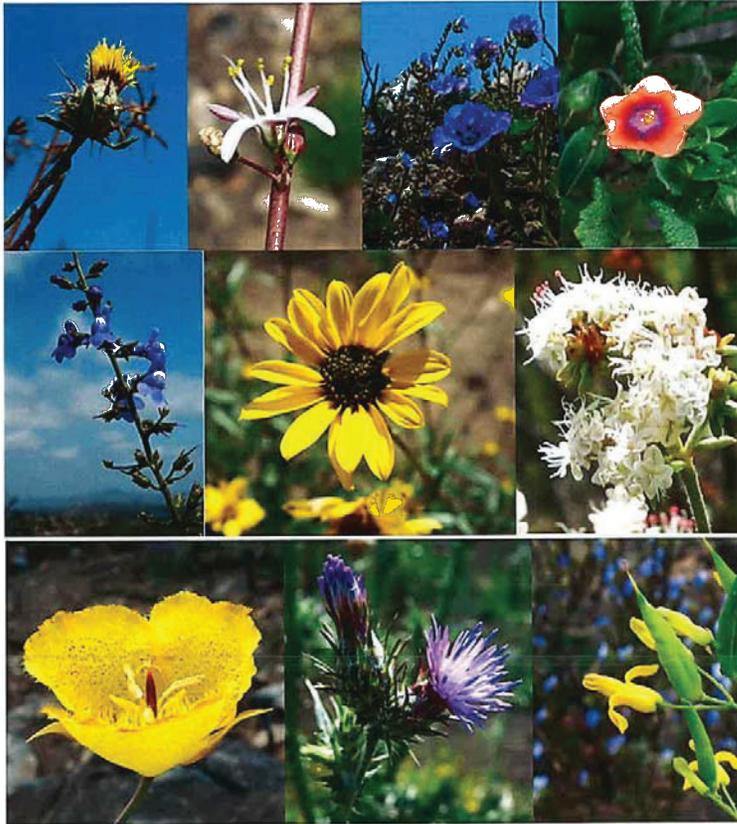
See Topical Response: Fire/Evacuations regarding fire evacuations and K-59 regarding the Cocos Fire.

AO-11

All road improvements and infrastructure extensions were evaluated for environmental impacts. The site is situated at the western edge of existing residential area, thus, connectivity for wildlife to areas to the north, east, and south of the site is already limited. The Project site is not considered a priority area for conservation under the draft NCMSCP, as discussed in Response K-32. Mitigation for impacts to biological resources is consistent with County and Resource Agency requirements.

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Sampling of wildflowers on the property (all photos taken 17 May 2015)

We moved here because we prefer a rural way of life. For a developer to plunk a giant subdivision right in the middle of our rural community goes against the core identity of who we are. It's not a densely populated area, so the number of individuals able to rise up and protest this development is smaller, but our views are no less important. Beyond that, the residents who would move there would clearly not be safe in wildfire conditions.

We strongly object to the plan to develop the Valiano project as proposed.

Thank you for your time,
 -Carolee and Charles Eubanks

AO-12

AO-12 Your objection to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project. Your views are important in responding to the EIR. The County Guidelines for Determining Significance and The Report Format and Content Requirements provide objective analytical tools to evaluate a proposed project. Comments received on circulated CEQA documents are reviewed relative to input on CEQA compliance, not based on the number of comments or the status of the commenter.

See Topical Response: Fire/Evacuations regarding the Project and your safety during wildfire.

Your objection to the Proposed Project is noted.

COMMENTS

RESPONSES

Ehsan, Beth

From: Melissa Ferrel <melissa.schwegel@gmail.com>
Sent: Monday, June 15, 2015 2:41 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Cox, Greg; Jacob, Dianne; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; efhgtc@gmail.com; Fitzpatrick, Lisa
Subject: opposition letter to Valiano Draft Environmental impact report:PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Dear Planning department and City Leaders-

I am writing this letter in hopes that my voice will be heard and will mean something in opposition to the proposed Valiano Development. I live off of Fortuna Ranch Road in Olivenhain and was a first hand witness to the fire evacuations with the recent Cocos fire. We saw trailer after trailer passing along the dirt roads in Elfin Forest and through Fortuna Ranch road, onto Lone Jack and Rancho Santa Fe. Most of the people left well before their evacuations and some were actually evacuated, some were not. I cannot imagine what would have happened if the fire would have spread and there was a sudden evacuation, these people were barely crawling though the dirt roads trying to protect their animals and live stock. The Elfin forest, Harmony grove area only has a limited number of ways in and out, most of them not being substantial enough to handle heavy traffic which this development would create, especially in an emergency situation.

On the subject of traffic impact, here on Fortuna Ranch Road we have had long term problems with people trying to commute to or from Escondido and taking the back roads to do this. They race down Fortuna Ranch Road and our neighborhood is up in arms about it. We have approached the city and have been told we cannot have speed bumps because the fires responder time is already at a maximum to get to the homes at the end of our road and they cannot afford to slow that down. In return, the safety of our neighborhood and our children is jeopardized by vehicles flying down our road at speeds well above 50mph. I cannot imagine what our quality of life will be like if that number is to multiply by adding hundreds more homes. Not to mention that Lone Jack road with its hair pin turns is hardly equipped for more traffic either.

Our water district has been told by the state that we need to cut our water consumption by 35% this year, a feat they know will probably not be possible and will therefore raise rates. Slowly we are letting our mature trees and plants die, changing the air quality, taking away shade and creating a hotter climate. I have to ask how do we have enough water to sustain hundreds of new homes when all of our water districts are trying to cut back to come inline with the states new guidelines. We need to stop the growth that our natural environment can no longer sustain.

I am a very concerned resident who is opposed to a project that is jeopardizing our health, safety and rural values. Please strongly consider our stance.

Sincerely,

Melissa Ferrel
619.929.6299

AP-1 The comment raises fire safety issues with evacuation. This comment is addressed in Topical Response: Fire/Evacuations.

AP-2 The Project would not generate a significant number of vehicle trips on Fortuna Ranch Road. As discussed in Response K-165, a relatively small amount of Project-generated trips would head west on Harmony Grove Road. In addition, based on the trip distribution using the SANDAG Traffic Model, the Project would add fewer than 25 peak hour trips to Elfin Forest Road. As Fortuna Ranch Road would be reached past Elfin Forest Road, even fewer peak hour trips would be expected. In accordance with County requirements, the low number of trips eliminated this location from the analysis.

AP-3 See Responses C-2, C-8, C-10 and K-99 for explanation of how the Project would reduce water usage from the baseline of agricultural use. Your objection to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Tom & Michele Hardy <tmhardy@pacbell.net>
Sent: Wednesday, May 27, 2015 4:31 PM
To: Ehsan, Beth
Subject: Harmony Grove Homes

Dear Madame:

I have been a home owner in Escondido for 27 years and moved here for the country openness and hospitable people as well as to be nearer the animals, birds and trails in the Lake Hodges area. I also wanted to live in a multicultural community where the environment was respected. At the time I moved here, there was a clear no growth policy in place.

Recently, I viewed the Harmony Grove homes which will be open to the public on May 30. I also looked at the future plans for this area. We have no water and by all reports the water shortage will continue longer than ever before. The roads are heavily congested today with no new people moving in. Harmony Grove will look like Del Sur, a congested area where homes are jammed in next to one another in a really unappealing manner. Ecologically, we cannot support more homes in what was the pristine Harmony Grove area. The environment cannot take another assault! Please do not build any more homes in this beautiful part of San Diego County.

Sincerely,
Michele Hardy, Ph.D.

- AQ-1 Introductory comment noted. Please see responses to specific comments, below.
- AQ-2 See Responses C-2, C-8, C-10 and K-99 for explanation of how the Project would reduce water usage from the baseline of agricultural use.
- AQ-3 This comment does not address the adequacy of technical analysis under CEQA. No response is required.
- AQ-4 Biological impacts are discussed in Subchapter 2.4 of the EIR. Impacts would be reduced to less than significant with the mitigation proposed. Your objection to the Proposed Project is noted.

COMMENTS

RESPONSES

Dear Ms. Ehsan:

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 Angelique Hartman and I've lived on Country Club Drive in Harmony Grove for 2 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, the HG Community Plan and that of the Community.

I personally urge you to reject this GPA, and make the responsible decision to honor what the Community negotiated over the course of several years in the GP Update. I personally urge you to help uphold our Community Plan, the Harmony Grove Village Plan, which clearly spells out what is acceptable in our rural community. While I have mentioned some items below, it is certainly not all encompassing. But, with human health and safety topping the areas of concern, I also ask that you carefully consider personal testimony and data that most of us living in the area can attest to first hand. For newer members of the community like myself, I can say that I presently live in one of the most unique places in the County. It is no shock that a developer would want to market such a wonderful area. We do seem to have it all. But with that said, we also have an obligation to make sure that responsible decisions are made with current data. We have a wealth of data that was overlooked or dismissed in this proposed DEIR. Please find below some of these omissions.

Community Plan:

Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look "rural" up in the dictionary. Valiano is not it. For me, rural means no traffic lights, no street lights, dark skies, quiet peaceful day and nights, sounds of horses and large animals, great horned owls at night, loud calls of pacific tree frogs in the evening, creeks with bass, rattlesnakes in my backyard, deer in the valley, bobcats, tractors working their land, neighbors helping one another build a barn, wells, septic not sewer, unique homes-not cookie cutter planned with HOA's, private roads, community get together in corrals, farmers, horse trailers, large lots (minimum of 2 acres), two lane roads, hills with grasslands and chaparral, mountains surrounding our backyard. Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

AR-1 Thank you for your introductory comments. This comment indicates that the Project would threaten to destroy the community (character) and the EIR analysis does not come to the same conclusion. Your hope for the developer to follow the vision of the General Plan and your request for denial of the GPA is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Responses G-7 (focused on sewer) and I-67 (focused on horses) regarding Project consistency with the Community Plan. Additional specific comments are responded to below.

AR-2 See Response U-2a regarding the clustered, or consolidated, Project footprint and rural nature of the Project, and AD-5 regarding the definitions of "urban" and "rural," manufactured slopes, etc., Please note that no new traffic lights are proposed as part of the Project.

Only the southern portion of the Project (Neighborhood 5) is located in the Harmony Grove Community Plan area that recommends the use of septic systems for each dwelling unit. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. The Proposed Project's clustered design and lot sizes would preclude the use of individual septic systems. The proposed WTWRF would be sited adjacent to County Club Drive in the southern portion of the Project, near the lowest elevation of the Project site. This would to allow the proposed sewer system to flow by gravity, minimizing the need for sewer pump stations. As discussed in EIR Subchapter 2.1, roadside landscaping would shield potential views to the WTWRF structures. Any views to the facility through the roadside and facility landscaping would appear similar to agribusiness uses historically or currently in the

COMMENTS

RESPONSES

AR-2
cont.

vicinity (ponds, tanks, equipment sheds, barns, etc.). As discussed in EIR Subchapter 2.2, the odor control design for the facility would be such that no substantial offensive odors would be detected by nearby residences or other sensitive receptors. Chapter 4.5 of the EIR included an Off-site and Combined On-/Off-site Sewer Options Alternative that would remove the need for an on-site WTWRF. The Project site does not support creeks with bass, but great horned owls, bobcats, Pacific tree frogs, and deer were all detected on the Project site. The clustered design of the Project provides for 31.2 acres of biological open space with potential to support many of these species in the future, in addition to off-site mitigation. Although it does not include 2-acre lots and would have an HOA, the Project would include two lane private roads and steep slopes preserved in open space.

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Fire Safety:

AR-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. The GP should not be amended to allow a density increase in an already high risk area for severe fire and human health risk. 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. 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.

AR-4

AR-5 During the Coco's Fire traffic was backed up on Country Club Drive going North. Residents from Harmony Grove were stuck in traffic for more than an hour trying to reach the 78. Traffic was also impacted by the number of Fire Engines trying to get in as residents were evacuating. None of this is discussed in the DEIR.

AR-6 Fire Storms have become more common in our area. 95% of all fires are started by humans intentionally or not. Fire Storms create a different kind of community disaster, whereby depending on how many fires are going at once, you may not have your most knowledgeable local fire station at your front door. Because outside resources must be used, these outside resources are not as prepared and knowledgeable of the unique circumstances that exist in each community. They may not know about all the access routes, or lack thereof, the location of a Fire Hydrant, the water pressure issues at some locations etc. This needs to be analyzed in the EIR. We should not have to keep relearning from disasters, like the 2003 Firestorm that took 23 lives right here in San Diego. The highways couldn't even support the 500,000 people trying to get to safety from the Fires.

AR-7 Adding more 'fuel' in the shape of 326 units, to create a wildland/urban interface is at best irresponsible and completely avoidable. Creating a death trap to the community is shameful.

AR-8 Our property burned in the 2014 Coco's Fire. I can testify at how fast moving this fire was. Within a couple of hours it went from plumes of smoke visible to a fire right on my ridgeline. I watched spot fires explode all along the Coronado Hills as we evacuated on Country Club Drive. I saw panicked people loading up their cars and trailers. What if this had happened at night? This is what keeps us up at night, what if...will we be able to evacuate with HGV built out. Valiano will be an insult added to injury to our already failed traffic and fire safety from taking our 'fair share' of growth with HGV. Because this was a Fire Storm event, we had a non-local engine come defend our house. There was

AR-3 This comment is substantially similar to comment AD-8. See Topical Response: Fire/Evacuations regarding fire evacuations.

AR-4 This comment is substantially similar to comment AD-9. See Topical Response: Fire/Evacuations regarding evacuations.

AR-5 In response to your comment and others, additional information about the Cocos Fire is added to the analysis in the FPP. See Topical Response: Fire/Evacuations regarding fire evacuation.

AR-6 It is true that fire storms are more common in recent history and that ignition is often human generated. The impact analysis in Section 2.9 of the EIR and the FPP does include fire modeling to include fire storm conditions. Infrastructure, access routes, and water pressure, have been all been included in the analysis and the County and Emergency agencies coordinate and communicate the response to fire and emergencies. Potential impacts have been identified and mitigation has been proposed. Also see Responses I-47 and K-184.

AR-7 See Response I-59 regarding how the proposed fire protection measures would improve fire safety for the whole community.

AR-8 Your experience of the Cocos Fire is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project. See Topical Response: Fire/Evacuations regarding evacuation, I-59 regarding fire protection resulting from the Project, and C-5 regarding water flow for firefighting and the Project's construction of the R-7 reservoir.

COMMENTS

RESPONSES

AR-8 cont. only ONE Fire Engine on my street (The southern terminus of Country Club Drive). We lost the most homes here in Harmony Grove (26 Homes all surrounding our residence- this doesn't include out buildings). How could this have happened? The Engine was from LA County, they stopped at our house only because we had a water tank. They had no water left on the engine. By the time they stopped and found my water tank empty (Due to the Level 2 Drought), they were running for their lives as the Fire exploded out of HG Spiritual Association- a 100 foot wall of fire racing towards them (Winds from the West). The only thing that save our home (and possibly their lives), was a drastic change in wind direction. It moved south. It gave them an opportunity to defend our house. They put out fires on our roof and front deck. We lost all of our out buildings, garages, landscaping, and much more. We lost our neighbors. Imagine this fire with an added 1000+ homes in the valley. This fire was not manageable with the existing density in HG.

AR-9

- The FPP should analyze the Fire Storm patterns and the repercussions of having to resort to outside Fire Districts that are likely NOT familiar with conditions on the ground. It should analyze the significant lack of available resources to adequately fight the fires in this kind of circumstance. This puts our lives and homes at risk, and the lives of our first responders at risk.

AR-10

- Lastly, the FPP focuses exclusively on the impacts to *the project* but no reference to how it will jeopardize the well-being and safety of existing community.

AR-11

Traffic: The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already majorly congested. The project should not be given a GPA, as the GP was put in place to allow for density in this area that the infrastructure is capable of handling. 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. 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. This also impacts safe evacuation during a Fire.

AR-12

- The traffic plan should work in unison with the FPP, with regards to an evacuation plan.

AR-13

Construction Related Impacts:

The construction calls for a large amount of blasting and grading for a period of at least 2 years, and in areas that are in close proximity to houses on hillsides as well as the valley floor. They are also within proximity to livestock and, particularly, horses, which

AR-9 On high/extreme fire danger days there are often multiple starts and engine companies are often deployed on other incidents. The FPP documents that SMFD resources, resources through mutual aid agreements with surrounding communities, state resources, and even national resources can provide emergency services required for the proposed Project, and thus there is not a lack of available resources to adequately fight fires. Fire authorities at SMFD will ensure that fire suppression personnel will be available for the potential ignition of a wildfire.

AR-10 This is a repeat of comment AD-13. See Response K-197 regarding fire safety features of the FPP and Response I-59 regarding how the proposed fire protection measures would affect fire safety for the whole community.

AR-11 Regarding the intersection of Country Club Drive / Auto Park Way, see Responses E-12 and K 167. Regarding Citracado Parkway, see Response E-15. See Topical Response: Fire/Evacuations regarding fire evacuation.

AR-12 See Topical Response: Fire/Evacuations regarding fire evacuation.

AR-13 This is a repeat of comment AF-31. See Response 149a for the requirement to prepare a blasting control plan and Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

COMMENTS

RESPONSES

AR-13 cont. can be very sensitive to noise and vibration. Two years of blasting and grading will be a huge imposition on the local residences and create unsafe situations involving large animals.

AR-14

- A sound wall will not prevent horses from being spooked by large explosions which can cause a very unsafe situation for horse handlers and riders. It will also destroy the ability for property owners to use their properties in the way they choose (for equestrian purposes, for example).

AR-15

- The suggested mitigation measure of having livestock moved out of the blasting area every time there will be blasting, is unreasonable and infeasible. Remember, there are over 180 horses in Eden Valley alone. Moving large animals is a complicated and potentially dangerous job. Doing so on a large scale would be very impractical. Several properties adjacent to the project site have 20 to 120 horses onsite at any given time.

AR-16

- Blasting from the HGV development was very telling. Despite our home being outside of the deemed potentially impacting zone, our home shook like we were in an earthquake. Our house succumbed to cracks in the sheet rock of the walls, and it also cracked the marble tiles in our bathroom. We notified the Developer and they didn't agree with this finding. Mitigation should include a per-inspection of all homes in Eden Valley and Harmony Grove prior to blasting for per-existing condition data. The granite in our valley is very hard, and it required more blasting than HGV anticipated. This is data that should be analyzed in the DEIR for Valiano.

Air Quality and Green House Gases

AR-17 According to the DEIR, the project will have significant and unavoidable air quality impacts and no way to mitigate these impacts.

AR-18

- More than doubles the vehicle miles traveled (VMTs).
- They don't show that a project with fewer units is infeasible.

AR-19

- They claim green credentials by exceeding Title 24 standards from 2008, but newer standards are currently in place (2013) which are even more stringent (and they do NOT meet these standards). This seems disingenuous or at least erroneous.

AR-20

- There's a new executive order put in place by Governor Brown (4/29/15) which requires an even greater reduction of Green House Gases. The DEIR should be revised to show whether or not it meets this new reduction target.

AR-21

- How was air quality impacted by the Coco's Fire? There is an inversion layer in the valley, and because of the micro climate here air can become trapped for a long time that contains a high number of contaminants. Increasing the fuel load in

AR-14 This is a repeat of comment AF-32. See Response AF-32.

AR-15 This is a repeat of comment AF-33. See Response AF-33.

AR-16 It is outside of the scope of the EIR for the Proposed Project to address potential damage that occurred from a different project. The blasting analysis within the EIR is based on assumptions from information for the Proposed Project within the geotechnical report. As noted in Response K-148 and K-149a, a blasting plan is required to be prepared for the Project that would be required to demonstrate compliance with all County, federal, and other applicable regulations. As noted in Response K-148, all blasting activities would be required to conform to the final blast plan, which would provide detailed analysis regarding local soils damping characteristics and demonstrate that no significant vibration impacts to any affected structure would be anticipated as a result of blasting activities.

AR-17 This is a repeat of comment AJ-29. See Response AJ-29.

AR-18 This is a repeat of comment AJ-30. See Response AJ-29 with respect to VMTs. See Response K-26b with respect to Project alternatives with fewer residential units.

AR-19 This is a repeat of comment AJ-31. See Response K-27 with respect to compliance with the 2016 Title 24 Energy Code.

AR-20 This is a repeat of comment AJ-32. See Response K-51 with respect to Governor Brown's issued Executive Order B-30-15.

AR-21 The Cocos Fire was one of at least eight major fires burning simultaneously at the height of the May 2014 San Diego County Wildfires, the largest wildfires in the region since 2007. According to the UCSD Prather

COMMENTS

RESPONSES

AR-21 cont. the valley also increase the odds of more airborne particulate of toxic concentrations during a wildfire.

Biological Resources

AR-22 “General biological surveys of the Proposed Project site were conducted, according to County Requirements, by HELIX on October 18, 2011, February 17, 2012 and November 21, 2012. The new addition of the Tentative Map was surveyed on February 17, 2012 and the sewer options alternative alignments were surveyed on July 22, 2014.

Comment: Despite multiple field reconnaissance surveys, there is no mention or analysis of the impacts from the May 2014 Cocos fire in the biological technical report. More than 90% of the project footprint burned in this fire, and all of the proposed biological open space areas have burned.

AR-23 Where onsite mitigation has been used, in these biological open spaces, there should be a restoration plan in place should the vegetation community not restore to its previous condition by which it was used for mitigation. The agricultural/non-native grassland interface with areas of native vegetation/sensitive vegetation communities are at a higher risk of becoming invaded by non-natives and invasive species post fire. If this is not possible, then mitigation may need to be applied offsite as well. This applies to the following vegetation communities (Table 2.4-8 MITIGATION FOR IMPACTS TO HABITAT/VEGETATION COMMUNITIES): Southern riparian forest (61300) , Southern riparian woodland –including disturbed (62000), Southern willow scrub (63320) Mule fat scrub (63310), Freshwater marsh (52400) , Herbaceous wetland (52510) Disturbed wetland (11200), Open water/pond (64140), Coast live oak woodland –including disturbed (71160) Diegan coastal sage scrub –including disturbed (32500), Southern mixed chaparral –including disturbed (37121) Eucalyptus forest (79100) , Eucalyptus woodland (79100), Non-native grassland (42200), Non-native vegetation (11000), Orchard (18100), Intensive agriculture (18200), Extensive agriculture (18300), and Disturbed habitat (11300) (this should be explained-disturbed what?).

Recommendation: Review the current biological resources post fire (Vegetation Mapping, biological surveys etc), and amend the data as necessary for each area. Provide a Restoration Plan for the biological open spaces to ensure that on-site mitigation is indeed of like-kind. If on-site mitigation is no longer feasible for these impacts, propose alternate mitigation measures or avoidance measures. We suggest that the biological open spaces be expanded and connected to allow for more species to move inside the local wildlife corridors, this will also protect the seedbanks so post fire vegetation will recover more successfully. The fire does not impact mitigation for pre-existing condition, but it does impact post fire mitigation onsite and offsite (still need

AR-21 cont. Research Group, air quality for Central and Southern San Diego County began to be affected by the wildfires in North County on May 16; this marks the beginning of the regional effects of the fires. Both particulate matter and ozone levels were rated as moderately high throughout the county. May 17 and 18 saw increased containment of the wildfires, but the air quality continued to deteriorate. Onshore winds transported the remnant smoke plume back over land on May 17 and stagnant conditions on May 18 resulted in increased particulate matter concentrations. By May 19 all fires were over 50 percent contained and particulate matter concentrations were already decreasing, indicating that air quality levels were returning to normal (<http://atofms.ucsd.edu/content/san-diego-wildfire-air-quality>).

According to the San Diego Air Pollution Control District (SDAPCD), a major health concern of smoke comes from particulate matter, solid particles and liquid droplets found in air. In smoke, these particles often are very tiny, smaller than 2.5 microns in diameter. These particles can build up in your respiratory system, causing a number of health problems including burning eyes, runny noses and illnesses such as bronchitis. Healthy adults generally find their symptoms (runny noses, coughing, etc.) disappear after the smoke is gone (http://www.sdapcd.org/info/facts/wf_smoke.pdf).

The proposed development would remove existing vegetation and reduce the fuel load, not increase it. The newly developed landscaping and fire breaks may result in an overall decrease in fuel load and fire risk. Regardless, fires are considered discrete events with temporary impacts that quickly dissipate. As detailed above, the May 2014 San Diego County Wildfires resulted in regional deterioration of air quality that lasted only four days even with the low inversion layer.

AR-22 See Response K-35 regarding biological mapping of areas burned in the Cocos fire.

AR-23 See Response K-36 regarding mitigation. See Responses K-35 and K-36 regarding biological surveys and restoration plans. See Response K-37 regarding post-fire biological resources. “Disturbed habitat” is a vegetation/land use category that is described in EIR Subsection 2.4.1.1, along with all other vegetation/land use types on site.

See Response K-35 which addresses commenter’s recommendation to review biological resources post-fire.

A restoration plan is not required as all required habitat mitigation, including mitigation for Diegan coastal sage scrub, would occur off site. See Response K-36 which further addresses commenter’s recommendation to provide a restoration plan for on-site mitigation.

On-site biological open space has been expanded in Neighborhood 3, resulting in greater connectivity and a larger area for wildlife usage.

COMMENTS

RESPONSES

AR-23 cont. to ensure that 1.8 acres of Diegan coastal sage scrub is mitigated for-even if offsite, for example).

Technical Appendices-Biological Technical Report Appendix D

According to Appendix D, Pages D-7 through D-9, there are several animal species of special concern and county group 2 species with moderate or low to moderate potential to occur. Many of these species were not properly surveyed for, which would require special survey. It is our conjecture that there should have been bat surveys and mammal trapping to determine if these special species of concern listed in Appenidx D are present. Bats are in abundance in this valley, particularly because of the fresh water features, the agricultural and non-native grasslands foster a lot of insects for foraging, dark night skies, minimal noise, and the tall trees and woodlands that provide potential roosting and resting elements. There are also a number of rocky outcrops on the western slopes just below Coronado Hills (where the project proposes extensive blasting) and nearby to the east along Country Club Drive that would provide roosting opportunities. Residents have had bats roost in there eaves, and there are reported bat boxes in the project area. Without a bat survey it would be difficult to determine what species are present, and how to mitigate for a nesting maternal roost site, and impacts to their foraging sites. Residents report a high number of bats in the warmer months, and have enjoyed this natural vector control for years.

AR-24 There are a high number of rodents in the project area, particularly because of the agricultural and non-native interface with native vegetation which is commonly used for many species. Because the Northwestern Pocket Mouse is a listed California species of special concern/County Group 2 species- and has a moderate potential to occur, it likely needs trapping surveys to determine its presence, we feel this is another survey that was missed in the Biological Resources Studies.

Recommendation: Conduct Mammal Trapping Surveys, and provide appropriate mitigation or avoidance measures. Conduct Bat Roosting and Foraging Surveys and provide appropriate mitigation and/or avoidance measures. Because Bat habitat is an understudied area of expertise, and most species are becoming protected, we recommend if roosting sites for bats are located, that they be protected and avoided. Rock outcroppings on the western side of the development for example, should be avoided.

From Table in Appendix D: SENSITIVE ANIMAL SPECIES WITH POTENTIAL TO OCCUR

AR-25 **Species that should be surveyed for include:** Pallid bat (*Antrozous pallidus*) low to moderate potential to occur, Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) moderate potential to occur, Western mastiff bat (*Eumops perotis californicus*) Low to moderate potential to occur, Small-footed myotis (*Myotis ciliolabrum*) Low to

AR-24 See Responses K-38, K-39, and K-40 regarding Project surveys, bats, northwestern San Diego pocket mouse, and mitigation measures.

Project surveys were completed pursuant to County guidelines and CEQA and are considered adequate for evaluating impacts to biological resources. Appropriate avoidance and mitigation measures are incorporated into the Project; mammal trapping surveys are not warranted. See Response K-39 for additional information.

Bat surveys would be conducted prior to demolition of structures or removal of hollow trees. See Response K-38 for additional information regarding bat surveys and mitigation and/or avoidance measures.

AR-25 Please refer to Responses K-38, K-39, and K-40 regarding Project surveys, bats, and northwestern San Diego pocket mouse. Protocol surveys for federally listed species are typically required when there is potentially suitable habitat on a project site. Thus, focused surveys for least Bell's vireo and coastal California gnatcatcher were conducted.

COMMENTS

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AR-25
cont. moderate potential to occur, Long-legged myotis (*Myotis volans*) Moderate potential to occur, Yuma myotis (*Myotis yumanensis*) Moderate potential to occur.

It should be noted that the LBV and CAGN had a low potential to occur on site, yet protocol level surveys were conducted (we agree to this, just noting that other species surveys should be conducted given the higher potential to be present onsite).

AR-26 Indirect Impacts/Edge Effects (Guideline No. 8) Page 2.4-21

"Edge effects can result from increased noise, unauthorized trampling of habitat, introduction of pets and pest plants to open space areas, and effects of irrigation and lighting. Project implementation would potentially cause in direct impacts from construction noise, human access, domestic animals, exotic plant species, and lighting. ...Permanent fencing would be installed around biological open space, and signs precluding access would be posted to avoid potentially significant impacts from human access....The Proposed Project is residential in nature, so domestic predators (e.g., dogs and cats) may be introduced to the surrounding habitat. Although such introductions have potential to harm native wildlife species, the site is adjacent to existing rural residential development and is already subject to some level of disturbance and predation by domestic animals. In addition, the aforementioned permanent fencing that would be installed around the biological open space would preclude access by domestic predators to avoid potentially significant impacts."

Recommendations: The proposed fencing around the biological open spaces is supposed to keep out humans and predatory domestic pets like cats and dogs. It is a three strand wire fence. While we do not want a wall around the biological open space (wildlife should be able to fluidly come and go to breed/forage), we feel there should be strict regulations about allowing pets off leash and prohibit the residents of the Valiano development to let cats outside. This fence will not preclude dogs and cats, which are the most common predatory threats to wildlife in an urban/wildland interface. Therefore this fence is not a satisfactory mitigation measure in itself.

AR-27 In addition, because the biological open spaces are disconnected from one another, and circumvented by roads and structures, and FMZ, these islands of open space create a very dangerous and unfavorable situation for the wildlife. This should be included in the edge effects discussion. Wildlife will cross the roads and be subject to roadkill. Wildlife will seek other foraging opportunities and likely be killed by cars, or humans that do not welcome creatures like snakes, reptiles, and rodents. Urban minded people don't usually appreciate wildlife like their rural neighboring counterparts. In addition, the development should limit edge effects by limiting use of pesticides,

AR-28

AR-26 See Responses K-41 and K-42 regarding edge effects from domestic predators and fencing.

Three-strand wire fence, or similar, is typically placed around biological open space so that wildlife can pass into and out of these areas. Signs would be posted around biological open space to alert residents that access to these areas is prohibited. In addition, the County has a leash law for public areas and the homeowner disclosures provided to homebuyers would include this requirement to keep pets on leash in public areas, including trails. Signs posted along the trails would also remind users that pets must be leashed. Although domestic cats would not be prohibited from going outside, responsible pet-owners are aware of the risk of coyote attacks, which would likely cut down on the number of cats let outdoors.

AR-27 See Responses K-43 and K-44 regarding road kill.

AR-28 See Response K-44 regarding pesticides.

COMMENTS

RESPONSES

AR-28 cont. herbicides, and other potential toxic sources that will have indirect effects to the wildlife and contaminate the natural water courses from which they depend.

AR-29 The Biological Open Spaces should be created in a way that allows for natural wildlife corridors that are already onsite. Preservation of these corridors will allow safer movement between foraging and possible breeding locations on the project site for wildlife. Many of the natural drainage features already on site would be good avenues for this connectivity and decrease the impacts from the proposed plan, if they were preserved.

AR-30 We propose further avoidance of impacts to natural resources by decreasing the number of units that are surrounding these biological open spaces, and by eliminating roads that circumvent them. Currently the project design by nature, does not allow for a less than significant impact.

2.4.5 Mitigation

M-B1-1a and b

AR-31 **Recommendation:** Because wildlife is consistently observed by residents using non-native grassland and extensive agriculture (pasture) for foraging particularly in Neighborhood 5, and seven County Group 1 animal species were observed in these areas, we propose that mitigation ratios should be consistent. NNG and Extensive Agriculture (pasture) should both be mitigated for at a ratio of 1:1.

M-B1-3a, 3b, 3c, 3d, 3e

AR-32 **Recommendation:** Check for availability to mitigate these impacts with our local agency The Escondido Creek Conservancy (TECC)

M-B1-3f

AR-33 **Recommendation:** Mitigation for impacts to 6.7 acres of Coast live oak woodland should all be mitigated for at a ratio of 3:1.

M-B1-7

AR-34 **Recommendation:** In order to ensure compliance with the MBTA, a qualified biological monitor shall be present at all times during construction related activities if they are being conducted during the bird breeding season (February 1-September 1)

AR-29 See Responses K-32 and K-45 regarding wildlife movement.

AR-30 See Response K-45 regarding elimination of roads. Your conclusion that the Project design does not allow for a less than significant impact is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project.

AR-31 See Response K-46 regarding mitigation ratios.

AR-32 See Response K-47 regarding The Escondido Creek Conservancy (TECC).

AR-33 See Response K-48 regarding coast live oak woodland mitigation ratios.

AR-34 See Response K-49 regarding compliance with the Migratory Bird Treaty Act (MBTA).

COMMENTS

RESPONSES

Other mitigation recommendations:

AR-35

During construction, a biological monitor shall be present at all times to determine if there are any sensitive wildlife species that need to be removed/relocated that are in the project site before grading and earth moving. In addition a monitor will make sure that any animals that could become trapped in ditches/holes/construction features that are created by earth moving activities are removed safely. Given the high likelihood that sensitive species are in the area that can become trapped in man made structures/features (like Coastal Rosy Boa, Red Diamond Rattlesnake, Orange throated whiptail, coast horned lizard, Coastal whiptail, and Coronado skink) we feel this measure would mitigate for impacts to sensitive species that are not capable of dispersing.

AR-35 See Response K-50 regarding monitoring and relocation of wildlife.

AR-36

I urge you to oppose the HLP for impacts to 1.8 acres of CSS. The proposed project will directly and indirectly impact 1.8 acres of Coastal Sage Scrub (CSS) associated with the Valiano Specific Plan as shown on the attached Habitat Loss Exhibit dated April 23, 2015. Because the CSS habitat is in areas that are in proximity to the proposed Biological Open Spaces, it makes more sense to avoid this irreversible impact, and minimize the project footprint to incorporate this sensitive resource into a larger Biological Open Space.

AR-36 Coastal sage scrub occupies approximately 1.8 acres of the Project site. Proposed revisions to the site plan, including the removal of a road crossing and associated lots in Neighborhood 3, would conserve the majority of the largest stand of sage scrub on site in biological open space, totaling 1.2 acres in Neighborhood 3. Coordination with the USFWS on impacts to Diegan coastal sage scrub has occurred and proposed mitigation is commensurate with County and Resource Agency requirements.

Coastal Sage Scrub-land is a vital ecosystem of its own that is home to many species that are endangered or in need of protection. Too much of this land has already been destroyed in the name of urban development; the results of further destruction in our communities would be devastating.

This devastation does not only impact the ecosystem that is being destroyed. It is also harmful to properties surrounding the coastal sage shrub-land that have already been developed. These properties are quickly losing any protective buffer that the shrub-land affords from flooding during heavy rains. Coastal Sage Scrub vegetation is still slowly rebuilding itself from the massive destruction of the 2003 and 2007 wildfires, and the recent Coco's Fire from 2014.

Nearly one-third of the entire Coastal sage shrub-land in San Diego County was destroyed (32.6% or roughly 81,000 acres) in 2003. While this area is not known to be occupied by Coastal California gnatcatchers, there are populations less than a mile from the project site. Typically, coastal California gnatcatcher populations recover from fire within several years, the time that it takes coastal sage scrub to regenerate post-fire; however, the 2007 San Diego County census found extremely few California gnatcatcher territories had re-established after the 2003 Cedar Fire. The extent of the 2007 Witch Fire may have even longer-lasting effects on this species. What remains must be protected, not subjected to further destruction under the guise of urban progress.

COMMENTS

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AR-37 But also importantly, alternative regulatory mechanisms to ensure protection are not in place over large portions of the gnatcatcher's range. Not only are development threats unabated in many areas, including our own, but throughout the gnatcatcher's range, even in preserve areas, repetitive fires have wiped out gnatcatchers in many locations, with "type conversion" to inhospitable weeds a sign of permanent habitat loss. Finally, since the original listing in 1993, climate change has emerged as a threat, with models showing severe potential sage scrub loss. A wide range of occupied and suitable locations must be protected for long term survival and recovery. This includes areas that are known to be occupied, and areas that are not occupied for future growth of the species, and for the integrity of this unique and diminishing resource.

Sincerely,

Angelique and Gus Hartman
Harmony Grove Residents

Coco's Fire Survivors

AR-37 The threats to the gnatcatcher are well known and addressed by the HLP Ordinance, NCCP, and Draft MSCP North County Plan, with which the Project is consistent. The quantity of sage scrub on site (1.8 acres) is too small to support a breeding territory for coastal California gnatcatcher and focused surveys were negative. Nevertheless, the site plan has been revised to avoid the largest area of sage scrub on site.

COMMENTS

RESPONSES

Ehsan, Beth

From: Nancy Henderson <nancy4art@sbcglobal.net>
Sent: Saturday, June 13, 2015 9:04 AM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net
Subject: Oppose the Valiano Project

Dear Members of the Board and Decision Makers,

- AS-1 I was at the meeting Weds night and was impressed by the presentation by the local community to oppose the Valiano Project.
AS-2 The fire evacuation danger alone-- coupled with the new traffic which will be from Harmony Grove Village is enough to completely reject the project.
AS-3 Additionally-- San Diego will sooner or later have to amend their policy of expanding due to demand from people seeking homes.
AS-4 Quality of life is why people move here. I moved to above Harmony Grove because I am a nature lover-- I love the dark skies, the animals, the peace and quiet-- the friendly atmosphere.
AS-5 Please limit ALL development in this area. We agreed to Harmony Grove Village-- that was our concession.
AS-6 We can't live in fear for our lives. This is a wildfire prone area-- don't put our lives in danger.

- AS-1 Thank you for your participation in reviewing this Project. The Proposed Project would include 326 single-family dwelling units.
AS-2 See Topical Response: Fire/Evacuations regarding fire evacuation.
AS-3 See Responses C-2, C-8, and C-10 regarding water. See Response M-18 regarding the housing deficit that currently exists in San Diego County.
AS-4 Your comment on the quality of life is hereby included as part of the record and made available to the decision makers prior to a final decision on the Project.
AS-5 As discussed in Response K-216, Harmony Grove Road west of Country Club Drive receives at most 16 peak hour directional Project trips.
AS-6 Regarding wildfire evacuation, see Topical Response: Fire/Evacuations. Regarding fire protection benefits of the Project, see Response I-59. Your objection to the Proposed Project is noted.

COMMENTS

RESPONSES

Dear Ms. Ehsan,

The following are my comments on the Valiano Specific Plan DEIR (PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002)

General Plans need to be dynamic “to respond to changing community needs.” In the case of Valiano, the applicant has stated that the “need” provoking this request for a GPA is more homes, closer to infrastructure, in accordance with smart growth principles. The current, updated General Plan (GP) has adequately addressed that need, and created a growth plan to meet the SANDAG estimated population with well-studied and minimal adverse impacts. That was the reason the entire Elfin Forest/Harmony Grove/Eden Valley community supported the 742-home Village CDM. The last review of the GP in the spring of 2015 found no change was necessary to meet projected population growth. There is no predicted housing shortage. Thus the particular changing community need provoking this GPA has not yet been established by any research-based evidence. The applicant should identify this need and provide appropriate supporting documentation.

The second requirement for a GPA is that the response must be in the public good. Traffic and fire safety evidence from this DEIR show this GPA will increase the risk of entrapment and death during fire evacuations and therefore significantly impair the public good. The applicant should establish how their response meets an identified community need while not endangering public health and safety.

Lastly, this GPA, if approved, will change the Harmony Grove Community Plan and require extensive revision of the existing conditions, vision statements, goals, issues, and policies; in effect, allowing the applicant to significantly and possibly adversely impact the future growth in the associated communities of Elfin Forest, Harmony Grove, and Eden Valley. Even restricting the Community Plan revisions to the Valiano specific plan area would set a precedent that would not only cause serious concern in Elfin Forest, but also significantly impair the degree of similarity in housing, attitudes, and interests that these two communities currently share. To protect its own Community Plan and critical rural interests, Elfin Forest may find it desirable to disassociate from Harmony Grove, its partner community since the inception of the Town Council in 1978. The impact of the dissolution of the long-term partnership of these two communities on the more economically disadvantaged Harmony Grove should be studied and mitigated.

I strongly advocate the consideration of an alternative project that would not impair the Community Plan of Harmony Grove, that is, build out neighborhood 5 with 1- and 2-acre lots on septic systems with horse-keeping privileges, as specified in the Harmony Grove Community Plan.

Sincerely,

Mid Hoppenrath
2640 Harmony Heights Road, Harmony Grove, CA 92029

AT-1 See Responses K-110 regarding the Project location and M-18 regarding housing demand.

AT-2 See Response AF-20 regarding the Project evacuation analysis and expected increase in safety with new developments. See Topical Response: Fire/Evacuations for addition information. See Response M-18 regarding public benefit.

AT-3 See Response G-7 regarding Valiano’s relationship with the Community Plan. The Valiano Specific Plan is closely related to several documents that will also have a bearing on development within the Plan area. The Plan area is within the jurisdiction of unincorporated San Diego County. The General Plan serves as the blueprint for future growth and development and establishes policies for lands located within the unincorporated areas of San Diego County. The County is the lead agency maintaining the General Plan and Community Plan policies. The Land Use Element of the General Plan describes Specific Plans as planning tools allowed for by State law that may be developed for areas of the County to provide more precise guidance for land development, infrastructure, amenities and resource conservation consistent with the use types and densities specified by the Land Use Designations and the goals and policies of the General Plan. The Valiano Specific Plan implements the goals and policies of the General Plan by providing development guidelines that reflect the unique opportunities and constraints of the Plan Area. While the Land Use Element (inclusive of Land Use Maps and Goals and Policies) applies to all lands throughout the unincorporated County, there are special land use issues and objectives that uniquely pertain to each of its diverse communities. These are addressed by Community Plans in which goals and policies are defined to provide more precise guidance regarding the character, land uses, and densities within each community planning area. The 48-acre southeastern portion of the Project site (future Neighborhood

COMMENTS

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AT-3 cont.	5) located north of Harmony Grove Village in Eden Valley is the only portion of the Project within the EFHGCP area. The County of San Diego is the lead agency maintaining the goals of the Harmony Grove portion of the EFHGCP and the Valiano Specific Plan's consistency with these goals. There is no need to dissolve the EFHGCP, and no need for extensive revisions to its vision statements, goals, issues, and policies. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.
AT-4	The commenter's preference for adoption of an alternative project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project as part of this response. See Responses G-2, G-3, and I-29 regarding septic. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding lot size in Neighborhood 5 and consistency with EFHGCP policy LU-1.5.1 and horse-keeping lots in Neighborhood 5.

COMMENTS

RESPONSES

Ehsan, Beth

From: jhorvath@cox.net
Sent: Monday, June 15, 2015 11:06 AM
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 SPECIFIC PLAN; PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-

VALIANO SPECIFIC PLAN; PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ- 13-001, PDS2013-TM-5575, PDS2013-STP-13-003, PDS2014-MUP-14-019, HLP XX-XXX, LOG NO. PDS2013-ER-13-08-002; SCH NO. 2013061042.

Dear Ms. Ehsan:

Thank you for the opportunity to comment on the Valiano project, and for the work that you and your colleagues have put into this project. My name is Janet Horvath and I have lived at 2811 Eden Valley Lane, Escondido, CA 92029 in the Eden Valley community for 23 years.

I moved to Eden Valley Lane in 1992 when the street was still a dirt road. My house is the second house on the left from Country Club Drive. I believe it was in the early 2000's when neighbors on Eden Valley started talking about paving the road and the various options for doing so. I thought Eden Valley Lane was a private road, so I was completely surprised to hear that Eden Valley Lane is now named as the primary entrance/exit to the Valiano project. I don't understand what and how this happened. Moreover, if I had any inkling that a development project could just come in and hijack my road, I would never have approved of the road being paved in the first place. It is devastating to the rural nature of the community. I have owls that live in my trees and I can listen to them call back and forth to each other. Flocks of mallard ducks, tree frogs, egrets and all kinds of birds frequent my property and have nests in my bushes and trees (woodpeckers, humming birds, sparrows, mockingbirds, a yellow-winged bird and crows). It is dark, quiet and beautifully rural.

Here are a couple other concerns:

1-I am 64 years old, live by myself, maintain my own property, have multiple vehicles and at various times have multiple animals. During the evacuation of last years (2014) Cocos wild fires (also happened in 2007), I rely on family to drive in/out to help me move my vehicles and belongings. In 2007, my daughter was not allowed into the area with her car and she ran 1/3 mile in to help me and my animals get out. In 2014, we made multiple trips to get some of my "stuff" out. Adding more people to my street is going to slow everything down...and, I pray that you have looked at the egress of people to get out of the area. We now have Harmony Grove Village open and I'm sure that will add tons of traffic to Country Club Drive during emergencies. It's scary because I saw what happened last year, when my neighbors had trailers coming in to help get their animals out. There was a lot of traffic...and, you can't wait until the last minute to get folks/animals out.

This is not just a matter of the number of units, but the number of vehicles and people. Will I still be able to back out of my driveway into the street? How much of my property will be lost? And speaking of units, I need to learn more about "second" dwelling units and how that increases the impact. What is the speed going to be on this stretch of road?

What's going to happen to the dip in the road over the creek, which is about 40 feet from Country Club?

I also read in the EIR (Pg.6-1) that there would be a new "12inch main" to Eden Valley Lane. Does this mean the street gets dug up, that we need to move to sewers instead of septic? What's the impact on those of us 'downstream'.

AU-1 Regarding Eden Valley Lane, the Project acknowledges that Eden Valley Lane is a private road, which is a type of County designation for roadways. As a property owner on the roadway, the Project would have rights to use the road. See Response AL-2 for more information. Regarding the rural nature of the area, the Project has been designed to incorporate the rural/semi-rural nature of the area. The Project housing density is classified by the County as semi-rural.

The most sensitive biological areas of the Project site would be set into open space set aside, as depicted on Figures 2.4-10a and b, which would be located throughout the Project. The inclusion of this open space would correspond to a rural area and would continue to support wildlife on your property and adjacent properties.

In addition, the proposed agricultural easement is intended to ensure the availability and viability of agricultural operations at the site, maintain elements of the rural character in the Project site and vicinity, and provide an agricultural/visual amenity for residents of the Project site and surrounding areas. See Response I-69a for additional description of the proposed on-site agricultural easement and related uses.

Regarding dark skies, see Responses K-109 and U-2a.

Regarding the quiet nature of the area, as detailed in Subchapter 2.6, all noise impacts would be lowered to less than significant levels through design or mitigation.

AU-2 See Topical Response: Fire/Evacuations regarding evacuations. Accessory Dwelling Units, if built at all, would be limited to 640 square feet with only one parking space, so they will generate fewer trips than the homes. After improvements, the speed limit on Eden Valley Lane would be 30 mph.

AU-3 As can be seen in Figure 1-15a, the dip would remain.

COMMENTS

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- AU-4 A new water main would result in temporary construction impacts. There is no County requirement for existing parcels to connect to the new sewer system.
- AU-5 Existing residents would retain their septic systems. The use of a sewage system by the Project would not affect the existing residents' use of septic.

COMMENTS

RESPONSES

- AU-6 2-Wind pattern changes? Right now, I get a breeze from the west across my property. Historically, there were times when we had 'egg ranch' smell in our valley too (now Harmony Grove Village). How will the density of homes being proposed by Valiano impact the air flow and air quality? It will get mighty hot in the valley without air flow. Plus, will there be an odor from a water treatment plant above me? Both are big impacts. I thought septic tanks were required in our area. I have drove by the water treatment plant near Del Diablo and it can be an awful smell.
- AU-7
- AU-8 3-Traffic is already horrible, trying to get across Mission and across 78 at Nordahl. So, is Auto Parkway (Citracado) at Country Club, especially during rush hour. I already go out of my way to avoid that area. The traffic through the industrial park is also going to increase as people try to find short cuts to avoid the Mission/Nordahl congestion. This is scary if ever a wild fire or disaster requiring people to get out fast.
- AU-9 4)Will there be blasting in the area to get through the granite in the ground? How much? How long? This noise pollution not only impacts humans, but also the wildlife in the area.
- AU-10 I have not examined the entire EIR yet, but I hope that some of the items I have mentioned here are considered in the decisions for the Valiano project. I am not against development, but I think it should follow the parameters of what this community has worked so hard to develop. Please protect those of us who live here!

- AU-6 Commenter's address provided in comment AU-1 is located to the east of the Project site. The building profiles are small in scale relative to the local topography such that the local hills will more strongly direct the wind flows. The proposed density of residential structures would not have an adverse effect on wind flows or air quality.
- AU-7 See Response K-28 with respect to odor control for the WTWRF.
- AU-8 See Response I-61 regarding peak hour traffic at the Country Club Drive / Auto Park Way intersection. See Topical Response: Fire/Evacuations regarding fire evacuations.
- AU-9 As noted in the EIR, the Proposed Project's geotechnical reports note that the site is underlain with granitic rock formations, and that portions of the site are anticipated to require blasting after the rippable mantle is removed. Figure 1-31 in Chapter 1 shows the areas where extensive cut/fill with likely blasting would occur.

A final blasting schedule cannot be completed until after the site is cleared of surface material. The preliminary blasting evaluation for the Proposed Project is based on a reasonable minimum blast size and its closest allowable off-site residential distance based on available standards. Blasting is expected to occur in Neighborhood Area 2, Neighborhood Area 3, and Neighborhood Area 4 during Phase 1 of the anticipated construction schedule. The analysis concluded that there would be a significant impact to nearby residences, and the Applicant would be required to implement Mitigation Measure M-N-9, which would be the preparation and implementation of a blast control plan to reduce impacts to any nearby structures. As noted in Response K-148, blasting within 600 feet of an occupied residence would not be permitted without demonstration that no damage would occur.

If Project construction is proposed adjacent to an occupied habitat during the breeding season, Mitigation Measure M-BI-7 would be implemented to reduce impacts to a less than significant level. Potential impacts related to wildlife and sensitive species are further discussed in Subchapter 2.4, Biological Resources, of the EIR.
- AU-10 The comment expresses the opinions of the commenter, but does not raise an environmental issue; therefore, no further response is required.

Respectfully and thank you for your consideration!
 Janet L. Horvath
 2811 Eden Valley Lane
 Escondido, CA 92029
 760-519-6054

Dear Madam,

June 6, 2015

“State Water Board Adopts 25 Percent Mandatory Water Conservation Regulation

**For Immediate Release Contact: George Kostyrko
May 5, 2015 gkostyrko@waterboards.ca.gov**

SACRAMENTO – With emergency drought conditions persisting throughout California, the State Water Resources Control Board Tuesday adopted an emergency regulation requiring an immediate 25 percent reduction in overall potable urban water use statewide in accordance with Gov. Jerry Brown’s April 1 Executive Order.

The Governor’s Executive Order required, for the first time in the state’s history, mandatory conservation for all residents and directed several state agencies, including the State Water Board, to take immediate action to safeguard the state’s remaining potable urban water supplies in preparation for a possible fifth year of drought.”

Another 360 homes in Escondido (Valiano) does not conform to the above mandated restrictions. Actually, it does quite the opposite.

I drove by Harmony Grove Estates (742 homes) and dozens of enormous sprinklers were attempting to spray a hillside; 90+% of the water was evaporating into the air. I will go back over and take a video to show the neglectful waste of our precious resource. I will send it to you and post it on Youtube.

As Escondido homeowners, my husband and I are taking this regulation seriously. We removed our back lawn, had 3 thirsty redwoods removed, and are planning to remove our front lawn to replace it with gravel and drought tolerant plants.

On a smaller note, we have installed pumps in our shower and kitchen faucets to heat up the water so we do not have to run it to get hot water, we turn the water off in the shower while we shampoo and wash, we only run full loads of laundry and dishes, we use runoff water from rinsing fruit and vegetables in the kitchen to water our outdoor plants, etc. Is this all futile? We are taking the restrictions seriously.

Valiano claims they will use reclaimed water to water the common areas. Why, in a **severe** drought, would the common areas even require water? How about rocks and California natives/drought tolerant plants like the rest of us are doing?

AV-1 See Responses C-2, C-8, C-10 and K-99 regarding Project water usage. Harmony Grove Village is not a part of the Proposed Project and therefore its direct landscaping water usage is not analyzed in this CEQA document.

AV-2 See Responses C-2, C-8, C-10 and K-99 regarding Project water usage. Recycled water from the Project WTWRF would be used for all common area irrigation, including private parks, streetscapes and manufactured slopes. The Project would produce enough recycled water to permanently irrigate approximately 36 acres of land, conserving tens of thousands of gallons per day. In addition, the Project’s outdoor landscaping plan would minimize turf, maximize drought-tolerant plants and natives, and incorporate weather-based irrigation controllers, multi-programmable irrigation clocks, and high efficiency drip irrigation systems. At the time of final inspection, a manual would be placed in each building that includes, among other things, information about water conservation.

COMMENTS

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AV-3 The proposed sewage treatment plant will be the 3rd within a mile radius of our home. We had planned to retire here, but we will not live out our golden years downwind of someone else’s excreta.

AV-4 Traffic. The major intersections in our area (Mission and Auto Parkway/Nordahl, Valley Parkway and 9th, Nordahl and Montiel, etc) are **currently** logjam nightmares. Adding 1,000s of new cars to this equation will result in unlivable conditions. All the roads in and out of the area are 2 lane roads, not suitable nor safe for this amount of traffic. North Country Club Road is getting 100s of new homes on the golf course; these cars will ALSO add to the congestion of these intersections, not to mention the freeways. This ALL must be taken into account.

AV-5 On the topic of safety, we evacuated during the Cocos Fire when we received the reverse 911 call. Traffic came to a complete halt at 9th and Valley Parkway. Some Harmony Grove residents took over 2 hours to evacuate as the fire was raging in their back yards. Add the number of cars that these developments will bring to the evacuation scramble, on two lane roads, and Escondido may find itself held liable for loss of life due to the inability to escape fire. I do not want my tax dollars spent fighting the lawsuits that this would bring.

AV-6 To summarize, we feel that by even entertaining the thought of this many NEW homes is a slap in the face to water conservation and so called “smart growth”.

The Valiano project does not make sense with regards to our precious natural resource, (water), congestion, nor safety.

Thank you for your time and consideration.

Sincerely,

Heidi R. Huffman
2759 Canyon Oak Place
Escondido, CA 92029
760-877-8274
heidiflies@yahoo.com

AV-3 Potential impacts associated with odors emitted from the WTWRF are analyzed in detail within Subsection 2.2.2.5 of the EIR. The commenter is not specific about the other two WTWRFs within a mile radius of their house, although it is assumed they are the Harmony Grove Village WTWRF and HARRF. As described in Response K-28, the Project’s WTWRF would implement similar odor design features as the Harmony Grove Village WTWRF to minimize odors from the facility. HARRF is a public facility with stringent odor regulations and control. The commenter’s house would not be downwind of any of the three plants when winds are coming from the prevalent wind direction (winds coming from the northwest). Additionally, Subchapter 4.5 of the EIR includes an Off-site Sewer Options Alternative with several options that would remove the need for an on-site WTWRF.

AV-4 The Project TIA (Appendix H of the Final EIR) performed an analysis of major intersections, including a cumulative analysis encompassing contributing projects in the area. The Project would have a significant impact on the noted intersection of Mission Road/Auto Park Way. This impact would be significant and unmitigable as the current design of the intersection has been accepted in the City of Escondido’s General Plan. See Subchapter 2.8 for additional information.

AV-5 According to the TIA, traffic at the intersection of 9th and Valley Parkway would not be significantly impacted by the Project traffic. The Project EIR has evaluated evacuation and determined that it is mitigated to less than significant. See Subsection 2.9.2.6 and the FPP. Also see Topical Response: Fire/Evacuations regarding fire evacuation.

AV-6 Comment noted. Additional information related to these subjects can be found in Responses D-1 and D-4a regarding Smart Growth, and Responses C-2, C-8, and C-10 regarding water conservation. See above responses to your letter regarding water, congestion, and safety.

COMMENTS

RESPONSES

Ehsan, Beth

From: Heidi Huffman <heidiflies@yahoo.com>
Sent: Sunday, June 14, 2015 1:46 PM
To: Ehsan, Beth
Subject: Re: Valiano DEIR comments
Attachments: IMG_2917.MOV; ATT00001.txt

Dear Madam,
I was not able to video the common area hillsides, but I did video tape the big grassy field being watered. Please note all the water evaporating. Do we really need more communities like this, that waste our precious resource?
Sincerely,
Heidi Huffman

AW-1 This is a follow-on to comment AV-1. See Response AV-1.

COMMENTS

RESPONSES

Ehsan, Beth

From: Heidi Huffman <heidiflies@yahoo.com>
Sent: Monday, June 15, 2015 1:04 PM
To: Ehsan, Beth
Subject: Re: Valiano DEIR comments

Hello Beth,

Yes, it is HGVillage.

Yes I want the pictures, etc saved as public comment re Valiano EIR and the water use.

Thank you,
Heidi Huffman

Sent from my iPhone

> On Jun 15, 2015, at 11:51, Ehsan, Beth <Beth.Ehsan@sdcounty.ca.gov> wrote:

>
> Hello Heidi,
> Do these photos and the video that you sent show Harmony Grove
> Village? Do you want the photos and your emails saved as public
> comments on the EIR? (I can save the video too but there's no way to
> print out a video for the file.) Thanks, Beth

>
> Beth Ehsan
> Planning & Development Services
> 858-694-3103

>
>
> -----Original Message-----
> From: Heidi Huffman [<mailto:heidiflies@yahoo.com>]
> Sent: Sunday, June 14, 2015 1:48 PM
> To: Ehsan, Beth
> Subject: Valiano DEIR comments

>
> Madam,
> Note the vast piping involved with watering the common area ornamental hillsides.
> Thank you,
> Heidi Huffman
>

AX-1 This is a follow-on to comment AV-1. See Response AV-1.

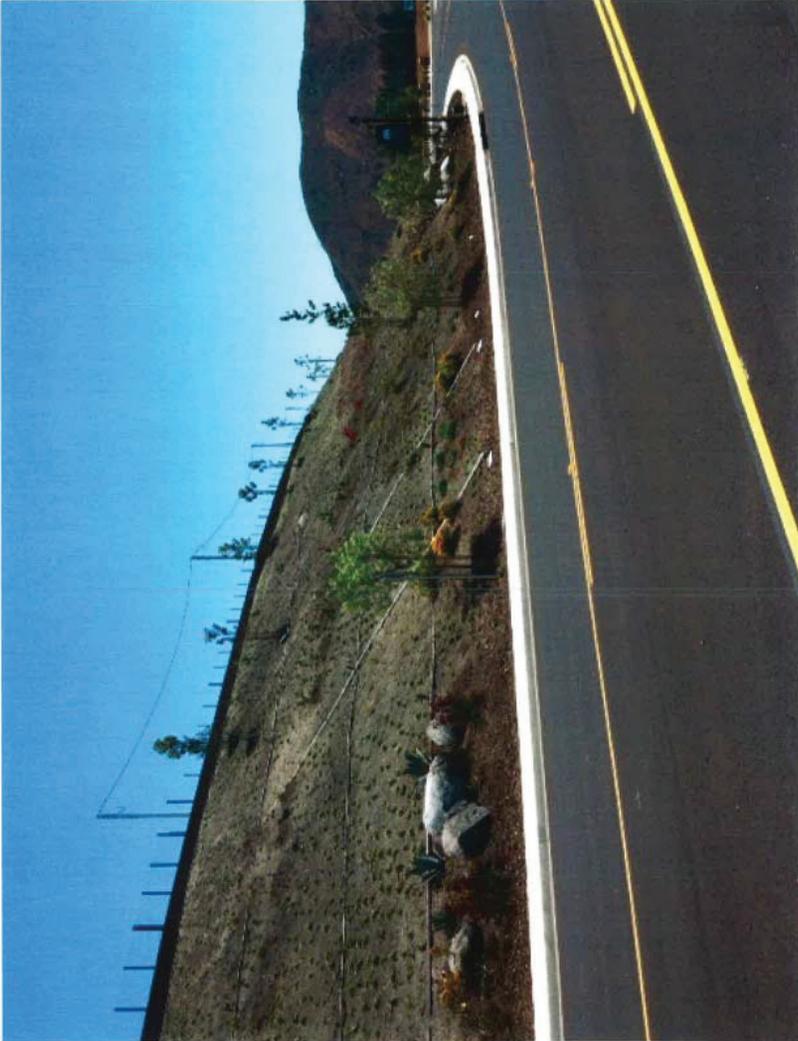
COMMENTS

RESPONSES



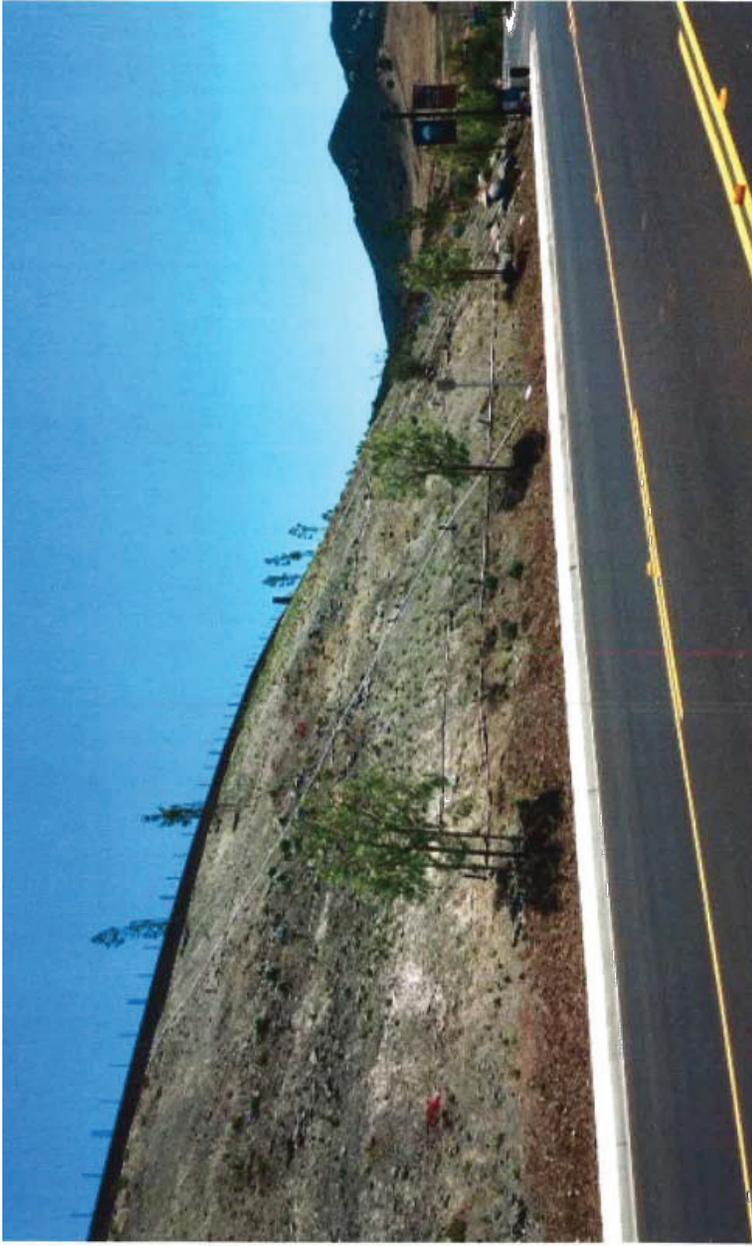
COMMENTS

RESPONSES



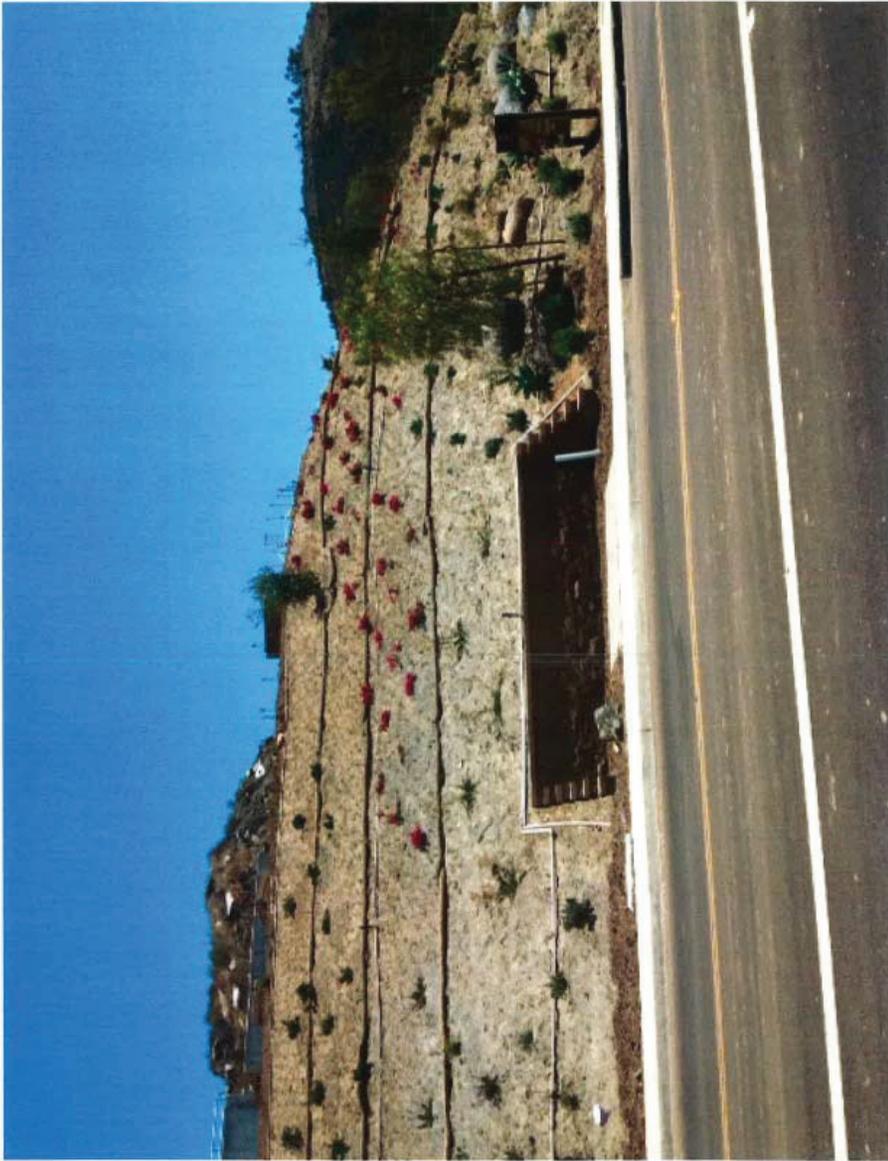
COMMENTS

RESPONSES



COMMENTS

RESPONSES



COMMENTS

RESPONSES

Dear Madam,

June 6, 2015

When you vote on the proposal to build the “Valiano” community project, please consider my objection. I have been a resident of Escondido living in the Hidden Hills development for the past eight years. The boundary of the development is Country Club Drive and Kauana Loa Drive connecting to Harmony Grove Road. All are two lane roads.

My concern for development is the lack of roads for egress in case of fire. I have seen our neighborhood evacuated twice for wild fires. The last one was the Cocos fire in May of 2014. At that time we were properly prepared to evacuate. Our neighborhood waited anxiously. The firefighters established control of the fire. All looked well. Those who had already vacated returned. The following day the wind shifted. Very quickly the fire was an extreme threat. Our neighborhood got the call to leave and all residents evacuated at once. Fire had reached Country Club Drive. Harmony Grove Road was the only way out and was immediately at capacity.

I fear that with the additional homes proposed, evacuation in a similar circumstance will not occur smoothly. Even with the new bridge to access Citracado Parkway I do not see how the population of an additional 350+ (1500+ with Harmony Grove Estates, etc) homes in the area could possibly evacuate in the time that I observed the advance of the fire.

In the litigious society we live in I fear the city of Escondido will be held liable for the decision to build without the infrastructure of roads to egress a known fire hazard. Fighting those lawsuits and paying for damages is not where I want to see my tax dollars spent.

Thank you for your time.

William T. Huffman
2759 Canyon Oak Pl.
Escondido CA., 92029

AY-1 See Topical Response: Fire/Evacuations regarding fire evacuation. Lawsuits against local jurisdictions are not a CEQA issue.

June 15, 2015

Ms. Beth Ehsan
 County of San Diego, Planning & Development Services
 5510 Overland Avenue, Suite 310
 San Diego, CA 92123
Beth.Ehsan@sdcounty.ca.gov

CC: Dave Sibbets: David.Sibbet@sdcounty.ca.gov
 Maggie Loy: Maggie.Loy@sdcounty.ca.gov
 Kristin Blackson: Kristin.Blackson@sdcounty.ca.gov
 Mark Wardlaw: Mark.Wardlaw@sdcounty.ca.gov

Re: Valiano Specific Plan, SCH NO. 2013061042—Public Comments on Draft Environmental Impact Report

Ms. Ehsan and County of San Diego Planning & Development Services Staff,

Thank you for giving us an opportunity to comment on the DEIR request for a 380-Unit residential subdivision (326 + 54 2nd dwellings = 380) referred to as Valiano. We live at 1023 Country Club Drive in Eden Valley. Our home abuts Neighborhood 3 (APN 232-492-01), and is two lots east of Neighborhood 4 (APN 232-113-01 & 02), and our view extends south to a large portion of Neighborhood 2 (APN 232-113-01). We have lived here for over 14 years. We know you will be receiving detailed reviews of the DEIR from several community groups, including ours (Friends Of Eden Valley) an the EFHG Town Council's combined efforts. We concur with these community groups' findings of gross deficiencies and omissions in nearly every section of the DEIR, and will instead ATTEMPT to concentrate our comments from a more person impact stance.

When my husband retired from the US Marine Corps, we searched for our retirement home in an area which includes horses. The Animal Zoning was one of the major criteria we based our home searches on. With the Valiano project as currently proposed, the conversion of currently predominately vacant land in our valley to urbanized uses (paved roadways, graded lots with buildings, etc.) represents an irreversible loss of existing Equestrian capable lands. These losses are incompatible with the current residents Community Character and Existing uses. In a situation where the urban area encroaches on the rural areas, incompatible issues arise such as farm noises, smells, and sounds. Ultimately, the rural voices are always chased away. This is not addressed in the DEIR.



We ask that the following mitigation be required of the applicant:

- Enlarge the number of lots to properly accommodate horse keeping on the majority of the project by reducing the number of allowed lots to the existing general plan, and eliminating the 54 second dwellings.
- Change the name to **Valiano Ranch** to better reflect the Equestrian lifestyle, both on-site and off-site.

AZ-1 Thank you for your comments. Based on your letter and review through Google Earth, your property is located north of Neighborhood 3 and looks south on to Neighborhood 3. Your near view is of a sloping area containing an entry drive, with barns/sheds, enclosures and related outbuildings on either side. Your view of the Project over the east-west access road and of an area that is oak woodland in a protected biological open space easement (see EIR Figures 1-11, *Open Space and Recreation*, and 2.4-10a, *Biological Open Space*). The four lots that were shown as abutting the northern boundary of Neighborhood 3 in the DEIR to the west of this open space have been deleted from the Project, so that all Neighborhood 3 Project lots would be located in the southern half of this parcel. Although there may be elements of built environment visible from the north, the closest Project views from your property would be of the open space and retained oaks. The remainder of the responses below address your specific comments.

AZ-2 As a Semi-Rural development, the Proposed Project would be compatible with adjacent land uses (see Response G-6). Please see Response AL-31 regarding equestrian-capable lands. Noise from adjacent farming activities would not be considered a significant source of impact. The potential for odors associated with manure, as well as existing sounds associated with livestock (including poultry) would be clearly spelled out in purchase agreements if the Project is approved (see Design Consideration 7.2.2, number 2, which addresses implementation of the County Agricultural Enterprises and Consumer Information Ordinance).

AZ-3 As explained in the previous comment response, the EIR concluded that there would not be a significant impact from the Project regarding horse keeping lots, therefore mitigation would not be required. To the extent possible, equestrian lots have been incorporated into the Project design. The Proposed Project would have 49 wider and deeper lots that would

COMMENTS

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- AZ-3
cont. allow for horse and market animal keeping. One of the alternatives analyzed, the General Plan Density Alternative, would have horse keeping available on all lots. However, this alternative would not meet all Project objectives. Section 6156x of the Zoning Ordinance allows Accessory Dwelling Units on lots conforming with zoning with or without animal designators, although administrative permits are required in some instances. This applies to certain lots in Valiano (through the Specific Plan) and to all lots in the Eden Valley area.
- AZ-4 There is not a significant impact from the Project regarding the Project name, which is not a CEQA issue, and this would not be considered a CEQA mitigation measure.

COMMENTS

RESPONSES

Response to DEIR 13-08-002
Page 2 of 6

Project Alternative:

The DEIR fails to analyze a realistic alternative project, on or off-site. A plan that follows the current General Plan has markedly less impacts. Utilizing the GP zoning and existing community plan could reduce land use impacts, and would eliminate much of the widespread opposition from the local residents and other groups. As an alternative project, provided greater analysis using the current maximum number of dwellings possible under the current General Plan, with the lots designated for Horse Keeping.

A revised EIR must evaluate a version more in line with the existing community character OR relocation of the project to an area within the City of San Marcos or the City of Escondido where this type of project would be acceptable and possibly even welcomed.

Landform/Aesthetics:

The amount of landform modification for the proposed hillside lots on of the subdivision should be reduced due to the large amounts of granite base. Properties directly to the west of the project are designated as very-low residential with large animal keeping. The proposed hillside lots on the western portion of the subdivision are much smaller in size, and do not provide an adequate transition in lot size from very-low density in the west, to higher density to the east. In addition, the proposed lot sizes bordering existing homes are not consistent with other planned residential developments within the area. A revised EIR must evaluate a version more in line with the existing community character.

Noise

The DEIR appears to review noise primarily from the traffic standpoint. Further review of the project does not address the added noise that will be produced once the conversion occurs of currently predominately vacant land in our valley to build out for urbanized uses (paved roadways, graded lots with buildings, etc.). These need to be addressed.

M-N-9: *Any livestock showing distress from blasting activity AT ANY DISTANCE...* This is the most unrealistic thing ever! With Coronado Hills to the West, and Hidden Hills to the East, Eden Valley is the valley floor with a "bowl-like" topography in which sound travels and echos much further than the allotted distances of 300 or 600 feet. There are approximately 164 horses in Eden Valley.

- A more realistic alternative to moving the horses each day prior to blasting must be analyzed in greater detail. Horse naturally have better hearing and greater instinctual "fear flight" reactions that humans. The stress of blasting, or moving to an alternate location sets these animals up for higher risk of injury, risk of Ulcers, and/or risk Colic which can ultimately result in death. Horses are not like dogs and do not adapt to new situations quickly.

Traffic

As Country Club Drive will have a substantial cumulative increase in traffic due to this project, a sight distance study should be prepared for the intersections of ALL existing off-site private road easement used by 3 or more homes. Applicant should be held responsible for creating proper line of sight for all applicable off-site private road easements for health and safety reasons.

AZ-5 The EIR analyzed a reasonable range of alternatives. The comment suggests utilizing the existing General Plan designation; this was analyzed in the General Plan Density Alternative (see Subchapter 4.3). Off-site location alternatives were analyzed in Subchapter 4.1, but were rejected because (1) the Project property was purchased with the intention of developing the site with a density similar to surrounding properties; and (2) it is unlikely that an alternative site in the County would substantially reduce significant environmental effects relative to the Proposed Project given the size of the parcel and type of development.

AZ-6 The Proposed Project does not have a significant, unmitigable impact to community character, and therefore CEQA does not require analysis of an alternative to reduce that impact. While a community character alternative would not be warranted, the General Plan Density Alternative covers many of the same aspects that a community character alternative would, and subsequent to public review, one group of neighbors indicated they prefer the General Plan Density Alternative over adding a new alternative with more flexibility in lot sizes. This modified alternative is discussed under Subchapter 4.3. The added information clarifies and amplifies the EIR conclusions and is not important new information that would require recirculation of the EIR under CEQA. See Response AZ-5 regarding the suggestion for an off-site project alternative.

AZ-7a See Response AF-22 regarding landform modification and grading.

AZ-7b Off-site lots to the west are within the City of San Marcos. The transition between Project and westerly lots also requires consideration of relative elevation, abutting uses and intervening structures or vegetation, all of which play a role. As analyzed in EIR section 2.1.2, the Proposed Project would be closer to the homes to the west than existing developed uses, but would be visually consistent with other seen elements in the viewscape. The separation of the Project from abutting lots on the west side of the Project is not only horizontal, but vertical. This results in many views from higher elevations being oriented over the Project, and encompassing a much larger viewshed, including developed portions of San Marcos, Escondido, and points northeast. From points closer to the Project in the valley, the EIR details the substantial shielding provided by buffer landscaping (see VIA Figures 13a through 13e and EIR Figures 1-25, 1-26, and 1-27a through 27c and 2.1-6).

AZ-7c Although the Proposed Project would result in an increase in density on the parcels being built upon, as demonstrated throughout the Project VIA and EIR, Project development would not be highly visible from public off-site viewpoints, and would largely be screened by buffering landscaping and/or attenuated by distance from the viewer. Information regarding

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- AZ-7c cont. the variation of Eden Valley lots is provided in Responses K-11b and AD-3. Details as to buffering of Project lots from adjacent development in the valley are provided in Subsection 2.1.2.1 of the EIR. Also as discussed in the EIR, for viewers further to the east (and again on more elevated parcels), the distance of the viewer from Project neighborhoods, and intervening developed uses and vegetation, as well as the visible mix of lot size and content when one looks over visually accessible valley portions of the view, combine to render the Project visually consistent overall with the mix of development combined with extensive areas of open space. The presence of the much higher hills that pull the viewer's gaze upward toward the notable ridgeline to the west also contributes to minimizing mid-valley development features. The current EIR provides adequate discussion of the variation between abutting lot sizes and those of the Proposed Project, as well as community character issues.
- AZ-7d See Responses G-2 and K-11b Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding community character.
- AZ-8 Non-transportation-related operational noise impacts from the Project are discussed in Subsection 2.6.2.2 of Subchapter 2.6, Noise, of the EIR. The impact discussion analyzes stationary noise sources in accordance with the County's Format and Content Requirements for Noise Analysis and the Noise Ordinance, including residential air conditioner equipment and equipment noise from the WTWRP. Mitigation measure M-N-3 requires a noise barrier if a residential air conditioning condenser is installed within 35 feet of a property line to reduce noise levels to 45 A-weighted decibels (dBA) LEQ. Mitigation measures M-N-4, M-N-5, and M-N-6 would reduce noise levels from the WTWRP to less than significant levels.
- AZ-9 See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.
- AZ-10 At intersections where the Project would be adding sizable amounts of traffic to the roadways that are connected to Country Club Drive (Mt. Whitney Road, Eden Valley Lane, Hill Valley Drive, and the two entries in Neighborhood 5), sight distance analysis has been completed and improvements, if required, would be incorporated into the Project prior to completion of grading. Additional analysis is not necessary where the Project adds very small amounts (fewer than 40 ADT) of traffic to existing private roads/easements that intersect Country Club Drive (e.g., Surrey Lane and Milpas Drive).

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AZ-11 There does not appear to be a report addressing project construction traffic impacts. The short term impacts of constructing the project with roads which are posted Traffic Calming area, as well as posted Equestrian usages needs to be addressed. Low speed limits and limited construction traffic hours would be favorable.

AZ-12 The Sprinter rail line at Nordahl/Auto Parkway intersection presently causes major impacts and back-ups in traffic far past the light at Country Club Drive. The Sprinter is due to "double track" in the near future which will make these impact even worse. This area was not included in the traffic analysis, yet it is key for both Commuter Traffic and during a Fire Evacuation for the project area. The area needs to be analyzed in great detail.

AZ-13 During construction AND completion of the project, the adequacy of the existing roads to accommodate the evacuation of the area during both a fire and a Wild Fire Storm situation was not addressed in this report. The recent Coco's Fire (May 2014) which covered approximately 90% of the proposed project site identified multiple problems evacuating area. This needs to be analyzed in great detail, and a plan needs to be prepared and approved prior to the approval of the project.

Fire

AZ-14 As noted in the Valiano FFP, "as the density of structures and the number of residents in the interface increases, potential ignition sources will multiply and a large wildfire occurrence increases". Allowing 20 lots to fall below the 150-foot defensible space requirement (7.2.10 - #4) from the San Marcos Fire Department put the existing residents as well as the future residents at server fire risk. Making larger lots in the affected area with the proper 150-foot defensible space would eliminate this issue.

AZ-15 It appears that the Fuel Modification Zone in several areas actually overlaps the required buffer for wetlands and other bio RPOs. Impact of reducing either RPO buffer and/or FMZ need to be fully analyzed in a revised EIR since either fire safety or bio resources would be compromised if the zones are one in the same or encroach on each other. These need to be better define.

The DEIR states there have been no fires in the past 50 in this area. I know this has been commented on by SEVERAL different agencies...so I'm not even going to touch this one!



1023 Country Club Drive (May 2014)



2820 Whitney Road (May 2014)

AZ-11 See Response K-156 regarding construction traffic.

AZ-12 See Response I-61 regarding the SPRINTER and traffic impacts. The SPRINTER was included in modeling for fire response (see Response I-55). Regarding fire evacuations, see Topical Response: Fire/Evacuations.

AZ-13 See Topical Response: Fire/Evacuations regarding fire evacuation and AD-7 regarding analysis of the Cocos Fire in the FPP.

AZ-14 Although certain lots have fewer than 150 feet of defensible space, the Fire Protection Plan (FPP; Appendix L of the Final EIR) for the Proposed Project includes restrictions on specific building materials and methods suitable for building in high fire hazard severity zones as identified by CAL FIRE (even though the Project is located in a Moderate Fire Hazard Zone within the San Marcos Fire Protection Zone Map) and identifies a series of other items such as enhanced water supplies, automatic fire extinguishing systems (interior sprinklers for all homes and enhanced extinguishing systems/sprinklers for identified structures and fire deflection walls along the Project perimeter), non-flammable fire deflection walls, and roadway widths. Overall, the development includes a redundant layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes and result in communities that are less vulnerable to wildfire. These features make the Project site less vulnerable to wildfire and reduce the fire risk for both existing and future residents. The goal, too, is for all structures to survive a wildland fire on their own, with no structures or lives lost, and with minimal intervention from firefighting personnel.

AZ-15 The FPP addressed this comment in Section 4.5. Fuel modification does not encroach or impact the Resource Protection Ordinance (RPO) wetlands or wetland buffers (50-foot RPO buffer).

AZ-16 Section 1.4.4 of the FPP has been revised to address past fires in the area. This information has also been incorporated into the EIR but the information clarifies and amplifies the EIR conclusions and is not important new information that would require recirculation of the EIR under CEQA.

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Air Quality

Unlike many typical "urban" communities, a large portion of the existing rural community residents work outdoor on their land daily. The substantial pollutant concentrations during construction will have adverse effects on the many horses, as well as the outdoor workers directly. This need to be analyzed and addressed in more detail.

The cumulative impact of project construction emissions needs to be evaluated and addressed in the context of other construction projects in the area. Additionally, the overlap between construction and operational emissions needs to be accounted for as well.

The proposed project would result in a significant decline in air quality in Eden Valley which would be harmful to residents as a whole. The topography of Eden Valley frequently creates its own unique inversion layers. As stated in the DEIR (subchapter 2.2): "Temperature inversions prevent air close to the ground from mixing with the air about it. As a result, air pollutants are trapped near the ground". While the applicant acknowledges in section 2.2 that "In addition the proposed project would significantly contribute to cumulative construction and operational air quality impacts (Impacts AQ-2 and AQ-3)...short of reducing the project size, there are no feasible mitigation measure to reduce the project's contribution to the less than considerable levels".

- We ask that the following mitigation be required of the applicant:
Reduce the construction air quality impacts by reducing the number of homes (as admitted by the applicant as a feasible mitigation measure) to no more than the number allowed under the general plan, and eliminating the 54 second dwelling units.

Biological Resources

The project states that over 50% of the site be preserved as Open Space. Please define what kind of open space this refers to, as much of the designated "open space" is within the backyards of the proposed lots. What are the proposed setback variances that should be put in place to avoid encroachment of proposed homeowners who may feel that they "own" their land and can do with it as they see fit.

The biological open spaces are small and isolated. The project site contains multiple unique topographies, ecosystems and natural characteristics of our County. We believe these are fragile, irreplaceable resources that are vital to the general welfare of all residents. The proposed projects maps appear to isolate areas of biological importance and do not provide any wildlife corridors for movement throughout these areas. This will have a major impact on the animal life and potentially create an increase road kill rate as animals move between the biological areas. This could also potentially increase human/wildlife contact. Currently there is natural wildlife movement from the West on APN 232-013-02, down into the CA Oak preserve area on APN 232-492-01. The current proposal cuts this wildlife linkage off with proposed homes and a road, isolating the prime wetland feeding area.

- In an effort to preserve the natural wildlife corridor, consider extending Street 3A to meet with Street A, at or about the same intersection as Street 4A. Street 3B could be eliminated below Street 3D through the CA Oak area. As much of the lots #119, 120, 121 and 122 appear to fall into the RPO zone in addition to not meeting the 150-foot defensible space required by the SMFD, they should be removed from the plan. Additionally, eliminating Lots 205 – 209 would then keep the existing East/West wildlife linkage open.

AZ-17 Construction-related health risks from construction equipment were assessed in the Air Quality Analysis Report and presented in EIR Subsection 2.2.2.4. Using the USEPA SCREEN 3 model, diesel particulates emitted from construction equipment were modeled taking into account potential exposure of nearby residents during the duration of construction period. Both the potential cancer risk and the chronic non-cancer hazard index were assessed and the results were well below the County's significance thresholds (0.008 in 1 million versus a threshold of 1 in 1 million for cancer risk and 0.012 versus a threshold of 1 for the chronic non-cancer hazard index). No change to the EIR was made in response to this comment.

AZ-18 The cumulative impact of Project construction emissions, taking into account other planned projects in the area, was assessed in Section 4.3 of the Air Quality Analysis Report and presented in EIR Section 2.2.3. As discussed in the report, the analysis determined that there would be a cumulatively considerable impact associated with emissions of volatile organic compounds, nitrogen oxides, and particulates.

Subsection 4.2.2.2 of the Air Quality Analysis Report and Subsection 2.2.2.2 of the EIR analyzed worst-case daily emissions in the years (2018 and 2019) where it would be expected that occupation of a neighborhood may occur concurrently with construction of another neighborhood. The emissions of criteria pollutants during those years would not exceed the daily thresholds for any of the pollutants, and no significant impacts would occur. No change to the EIR was made in response to this comment.

AZ-19 The comment reiterates the general description of the meteorology described in the Air Quality Analysis Report for the vicinity. The commenter is correct that inversion layers exist in the Project area. As described in Subchapter 2.2 of the Air Quality Analysis Report: *Throughout the year, the elevation of the temperature inversion within the San Diego Air Basin (SDAB) in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level (amsl). In winter, the morning inversion layer is about 800 feet amsl. In summer, the morning inversion layer is about 1,100 feet amsl. Therefore, air quality tends to be better in winter than in summer because there is a greater change in the morning and afternoon mixing depths, allowing the dispersal of "trapped" pollutants. Elevations within the Project area range from approximately 614 feet to 1,013 feet amsl. The finished grade would range from approximately 810 feet in the northwestern area to 685 feet in the southeastern area.*

AZ-20 See Response K-26b with respect to Project alternatives with fewer residential units.

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- AZ-21 The term “Open Space” in this case encompasses not only biological open space, but also common areas which consist of HOA lots that include parks, common open space areas, detention basins, bioretention basins, and the wet weather storage, as well as landscape easements which include HOA-maintained landscaped areas on private lots. Proposed Biological Open Space areas do not overlap with backyard areas.
- AZ-22 Biological open space on site is for avoidance, not mitigation, and as such is not required to be connected. See Response K-32 for further discussion of wildlife movement through the site.
- AZ-23 See Response K-32 regarding wildlife movement. Following public review the Project was revised to move Street 3A to the south, eliminating an RPO wetland crossing. The change in the Project has been analyzed in the EIR and there are no new or substantially increased related impacts. Therefore, it is not important new information that would require recirculation of the EIR under CEQA.
- AZ-24 Proposed revisions to the site plan include removal of the north-south road crossing in Neighborhood 3, as well as associated lots (119-122) listed in the comment. The EIR and Biological Technical Report (Appendix E of the EIR) have been revised to incorporate this revision. The change in the Project has been analyzed in the EIR and there are no new or substantially increased related impacts. Therefore, it is not important new information that would require recirculation of the EIR under CEQA.
- AZ-25 See Response K-32 regarding east-west connectivity, which is also discussed in Section 6.0 of the Biological Technical Report. Although there is no significant impact identified for wildlife movement, the EIR does include a Biologically Enhanced Alternative (see Figure 4-6) that would eliminate the lots mentioned in the comment.

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Throughout the project there are many area specified with RPO setbacks. These setbacks are established to protect the oak riparian wetland areas, yet within the RPO setbacks there appears to be within multiple project lots, roads and grading areas. Where oak woodland occurs adjacent to the wetland, the wetland buffer shall include the entirety of the oak habitat. The proposed development pattern must be reevaluated for impacts to the RPO setbacks and FMZ setbacks as they often appear to be one-in-the same on the DEIR. The area needs to be analyzed in great detail.

Within neighborhood 3, the current RPO setback line does not appear to include all of the area that is under mitigation order for previous impacts by the former owner. Please clearly define the entire area that is included under mitigation order, along with associated RPO setbacks and fuel management easements. Within the Oak Riparian Wetland area of neighborhood 3 (APN 232-492-01), there is County mandate to the previous property owner in place, which indicates that onsite re-vegetation and enhancement is to be conducted. This in not mentioned in the DEIR and the applicant must ensure the proposed re-vegetation and enhancement takes place, but it should NOT be used toward the mitigation requirements for this project, as it is a pre-existing condition of that parcel. This was omitted from the DEIR and must be reviewed and a procedure put in place to ensure this happens.

Geology and Soils

As noted in the DEIR, there is the presence of soils with moderate or severe erodibility ratings. This will have both on-site and off-site impacts to proposed and existing residences. The existing private dirt easement on the North side of neighborhood 3 is a low point in that part of the Valley, and even with the slightest rain, soils washes away needing continual maintenance to keep the dirt easement passable for existing residents. Excess water from the wetland area in proposed neighborhood 3 is know to drain onto this off-site easement.

There is a very high water table in Eden Valley. The DEIR failed to mention that previous moderate to heavy rains have resulted in soils liquefying on the existing access road north of proposed neighborhood 3. You could literally see the ground move like a slow wave under foot, and numerous large service vehicles have sunk into the road.



It appears that a large portion of the proposed homes will be elevated, changing the current topography and drainage of the greater area. This condition needs to be analyzed in greater detail.

Other Project Component Parts

- In Chapter 1, page 1-5, the review states that the 0.2 acre site will be reconfigured to allow a horse facility with trailer parking, an exercise ring and accommodate private horse boarding. How is this possible on only a 0.2 acre site? This needs to be corrected.

AZ-26 The biological open space areas include oak woodland where it is adjacent to County RPO wetland habitat, in compliance with RPO wetland buffer requirements. There are other areas of oak woodland that fall within the FMZ areas, but are outside the biological open space. There is no overlap of biological open space and FMZs.

The previous mitigation order associated with the oak clearing by the former property owner had been implemented, so that the portions of the mitigation area that overlapped with proposed Project's impacts are being mitigated (currently) as oak woodland habitat at a 3:1 ratio.

AZ-27 This comment is correct in noting (as outlined in EIR Table 2.10-1) that the Project site includes a number of soil/surficial deposits with moderate to high erosion potential. Pursuant to the discussion in Subchapter 2.10 of the EIR, the issue of potential erosion and sedimentation effects is provided in Section 3.1.3 of the EIR due to the relationship to water quality issues. Accordingly, as outlined in Section 3.1.3, proposed excavation, grading, and construction activities on the Project site and associated off-site (road improvement) areas could potentially result in related erosion and off-site sediment transport (sedimentation).

While graded, excavated and filled areas associated with construction activities are regulated and stabilized through efforts such as compaction and installation of hardscape and landscaping, erosion potential would be higher in the short-term than for existing conditions. Developed areas would be especially susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Short-term effects from Project-related erosion and sedimentation would be addressed through required conformance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and associated County standards. Specifically, this would include implementing an authorized NPDES/County Storm, Water Pollution Prevention Plan (SWPPP) for proposed construction, including the use of extensive erosion and sedimentation best management practices (BMPs) as identified in EIR Table 3.1.3-4.

Erosion and sedimentation are not considered to be significant long-term concerns for the Proposed Project (as developed areas would be stabilized through installation of hardscape or landscaping), although the Project would be subject to associated regulatory requirements under

- AZ-27
cont. applicable County and NPDES Municipal Permit standards. As a result, the Proposed Project design includes long-term measures to avoid or reduce off-site sediment transport, such as: (1) retaining native vegetation and using extensive landscaping; (2) minimizing slope disturbance and providing slope protection/drainage structures; and (3) providing detention/water quality basins, bioretention facilities, energy dissipators, irrigation controls and drainage facility maintenance (i.e., to remove accumulated sediment). With respect to the noted area located north of Neighborhood 3, the Project drainage management design includes an extended detention basin in this area, which would remove sediment (along with other potentially associated pollutants) from storm water prior to discharge within/from the site. The proposed drainage management design is depicted on Figure 1-23 of the EIR, with a conceptual detention basin design provided on Figure 1-24.
- Based on the implementation of the described (and/or other appropriate) short- and long-term erosion and sediment control BMPs in conformance with applicable regulatory standards, the EIR correctly concludes that potential Project-related erosion/sedimentation impacts would be less than significant. No change to the EIR was made in response to this comment.
- AZ-28 The comment raises concerns regarding the presence of shallow groundwater and potential liquefaction concerns in the area north of Neighborhood 3. Potential liquefaction hazards were evaluated in the Project Geotechnical Investigation (Appendix K of the Final EIR) and EIR Subsection 2.10.2.3. As described in those analyses, the Project site exhibits generally low liquefaction potential (and is not located within a County-designated Potential Liquefaction Area), although portions of Neighborhood 3 were "...identified as exhibiting higher liquefaction potential due to the presence of granular alluvial soils and shallow groundwater." Because no on- or off-site structures or other improvements susceptible to liquefaction hazards are proposed in these areas, however, the EIR (and Appendix K) did not identify any associated significant impacts (although the Geotechnical Investigation notes that if development in such areas is subsequently proposed, "... special recommendations will be required."). It should also be noted that post-development drainage from Neighborhood 3 (or other on-site areas) would not flow into the adjacent off-site area to the north described in this comment, but rather would be directed into two extended detention basins in the eastern portion of Neighborhood 3, before continuing east and exiting the site along the eastern property boundary, similar to existing drainage (refer to EIR Figure 1-23, and the Proposed Conditions Hydrology Exhibit in the Project Drainage Study [EIR Appendix M]). Storm water flows in the northerly portions of Neighborhood 4, which drain through this area, would be reduced to pre-Project conditions by extended detention basins as described in the Project Drainage Study. In addition, Mitigation Measure GE-1 would implement a site-specific geotechnical investigation during Project grading to assess potential

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- AZ-28
cont. impacts related to seismically—induced settlement and related effects. All recommendations provided by the Project engineer/geologist to address potential effects related to seismically-induced settlement would be implemented as part of the Project design/construction efforts. As a result, any potential liquefaction or related hazards (e.g., flooding) in the described area north of Neighborhood 3 would be reduced by implementation of the Proposed Project.
- AZ-29 The equestrian staging site would accommodate the additional amenities by expanding to 1.2 acres. The redesign is discussed in the EIR, Subsection 3.1.6.2 and Chapter 1. Also refer to Figure 1-12. The changes made to the EIR do not require recirculation under CEQA because they do not result in new significant impacts or a substantial increase in impacts.

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- AZ-30 There is no mention of a MUP that would be necessary to run the proposed Private Equestrian Facility. According to County Standards, if any permitted land is not used for 1 full year, then that permit is no longer valid. The Harmony Grove Equestrian Center has sat vacant for well over 1 year. The applicant must now apply for the proper MUP or other applicable permit per the County Equestrian Ordinance.
 - AZ-31 Per the County Trails Map, the applicant is required to make the trail connections with the other regional trails. This is not apparent in the report. To the South, the trails must connect with the Harmony Grove Village trails. To the North, the trails must go through ALL of the proposed project parcel including APN 232-013-01 with the intent to connect with Jack's Pond in San Marcos. There will be a dedicated Ag easement on that parcel which should incorporate the Trail linkage. To the east, it is unclear where the trails will connect. It appears that trail in Neighborhood 3 connects to a private easement. There does not appear to be other locations where the existing residents can access the trail system at points throughout the project. This needs to be addressed.
 - AZ-32 The DEIR repeatedly uses the 326 number in the analysis sections which understates potential impacts. The Project would allow a certain number (54) of secondary units and should clearly state that true number is 380.
 - AZ-33 The amount of landform modification for the proposed hillside lots on of the subdivision should be reduced due to the large amounts of granite base.
- To address these components, we ask that the following mitigation be required of the applicant:
- AZ-34 Enlarge the number of lots to properly accommodate horse keeping on the majority of the project by reducing the number of allowed lots to the existing general plan, and eliminating the 54 second dwellings.
 - AZ-35 Change the name to **Valiano Ranch** to better reflect the Equestrian lifestyle, both on-site and off-site.
- In conclusion, we realize that there is continual pressure to put higher density residential in this area beyond what is allowed by the General Plan Land Use Map. Our area residents will continue to work TOGETHER AS A COMMUNITY to preserve this historic 100+ year-old area by implementing the Village Development Pattern that was negotiated with County Staff and approved by the BOS in August 2011.
- We are not opposed to development in our area that is consistent with the existing General Plan. However, development is not supported if the proposed project:
- AZ-38 Would involve a significantly higher density than the approved General Plan
 - AZ-39 Would result in the loss of substantial Equestrian capable lands
 - AZ-40 Does not seek to embrace and preserve the Equestrian nature of the surrounding area
 - AZ-41 Would be a significant impact and is incompatible with the existing rural community character and existing uses.

Sincerely,
Janean & William Huston
1023 Country Club Drive
Escondido, CA 92029
858-735-0550

- AZ-30 The Project would no longer include an equestrian center, and a Major Use Permit would not be necessary. The Project now includes public parking for horse-trailers, access to the multi-use trails, and a horse exercise ring. The redesign is discussed in the EIR, Subsection 3.1.6.2 and Chapter 1. Also refer to Figure 1-12.
- AZ-31 The public trails would be built to County standards. These trails would connect to off-site public trails (per Harmony Grove Village Specific Plan; see Figure 1-18). A trail connection to the north through the agricultural open space was determined infeasible to the satisfaction of the County. The trail that touches the northeastern corner of Neighborhood 3 makes a loop around Neighborhood 3, and thus it would not be necessary to leave the Project site to use the trail. The connection to an off-site private road is intended as a convenience for existing residents who live along that private road and wish to enter the public trail system. The Project would provide trail connections to the edge of the Project, but is not required to create trails off site.
- AZ-32 The EIR and technical studies analyzed the impacts associated with the construction of 334 main units plus 54 Accessory Dwelling Units for a total of 388 units. The previous site plan had 334 units with 54 secondary dwelling units which was later reduced to 326 units with 54 secondary dwelling units. The documents represent a conservative analysis of 388 units since only 380 units are currently proposed. The redesign is discussed in the EIR. The changes made to the EIR do not require recirculation under CEQA because they do not result in new significant impacts or a substantial increase in impacts.
- AZ-33 Comment noted. The amount of landform modification has been avoided to the extent possible, but blasting would be required at certain areas.
- AZ-34 This is a repeat of comment AZ-3. See Response AZ-3.
- AZ-35 This is a repeat of comment AZ-4. See Response AZ-4.
- AZ-36 See Response AD-2 regarding the need for a GPA.
- AZ-37 See Responses I-3 and I-4 regarding application of the Community Development Model.
- AZ-38 See Response AD-2 regarding the need for a GPA as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. Note that although the Project would increase the density, it would still be a semi-rural density consistent with the Semi-Rural regional category, as is the current General Plan designation.

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- AZ-39 The Project promotes equestrian use through the provision of an equestrian trail head area, equestrian staging area, and multi-use trail network. Neighborhoods 3 and 5 provide lots that would accommodate horses within the County's animal keeping guidelines. In addition to the multi-use trail network with connections throughout the existing and proposed communities, the former equestrian center site would be configured to allow public horse trailer parking and use of an exercise ring for the public to access the multi-use trail. See also Response AL-31.
- AZ-40 The EIR lists the Project Objectives. One of them is to design "a community that embraces and preserves the equestrian nature of the surrounding area and provide amenities for the equestrian community." See Response U-2a regarding semi-rural character including equestrian elements.
- AZ-41 See Responses I-7, and U-2a and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding rural character.

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Ehsan, Beth

From: Larry Jansen <ljansen@ninyoandmoore.com>
Sent: Monday, June 15, 2015 1:29 PM
To: Ehsan, Beth; Sibbet, David; Loy, Maggie A; Kristen.Blackson@sdcounty.ca.gov; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; efhgct@gmail.com
Cc: jansen5@sbcglobal.net
Subject: Valiano Draft Environmental Impact Report

Dear County of San Diego planning and development services:

I am writing to express concern regarding the planned Valiano development proposed for the Eden Valley area of San Diego County. My wife and I live at 19995 Elfin Forest Road in the unincorporated area of Elfin Forest, San Diego County. We have lived here approximately 12 years. We made an investment in the Elfin Forest area for a quality of life that is defined by low density housing, open space areas and a rural setting. Our decision to re-locate here was also based on our understanding of development limitations outlined in the County General Plan for the area, which sets restrictions on the density of housing.

We are not against land development and we believe that a land owner has the right to develop property within the guidelines of the County General Plan. Based on our review of the Draft Environmental Impact Report for the project, it is evident that the developer of this project proposes to increase the density of houses 3 to 4 times what is allowed per the General Plan. This is not right and we urge all of the County representatives to uphold the density restrictions of the General Plan. Developers should not be allowed to bend the rules to suit their desires to increase profits.

The Valiano project is a few miles from our house, but it will have a direct impact on us. We already have noticed an increase in traffic from current construction activities in the Harmony Grove area and each new residence will add to this. Our concerns regarding this project include:

- Increase in traffic,
• Water consumption; why allow increases in density when we are in a drought with climate change upon us?,
• Fire safety; we have been evacuated twice and this project will increase the congestion during emergency evacuations,

The General Plan was prepared with careful consideration of the long-term impacts of development and to maintain the character of various neighborhoods. Please do your job to protect us, your constituents, and stick to the requirements of the existing General Plan. Do not let high density development proceed that will ruin our neighborhood forever.

Sincerely,

Lawrence and Michele Jansen
19995 Elfin Forest Road
San Diego County, California 92029

BA-1 Introductory comment noted. See responses to your specific comments below.

BA-2 See Response AD-2 regarding the Project proposal of a GPA. The right to propose a GPA as part of a project is allowed. This discretionary application is under review for approval or denial as part of the Project, with specific notice and review requirements.

BA-3 The concern cited in the comment including cumulative traffic analysis is fully addressed in the EIR (Section 2.8), based on a TIA prepared to analyze the Project's traffic impacts (Appendix H of the EIR). Mitigation measures would be implemented that would reduce the traffic impacts. No changes to the EIR resulted from the comment.

BA-4 The comment is related to the Project's water consumption which is fully addressed in Responses C-2, C-8, C-10 and K-99. The Project would decrease the on-site water usage compared to the baseline.

BA-5 The comment is related to fire evacuation which is fully addressed in Topical Response: Fire/Evacuations.

BA-6 See Response AD-2 regarding the need for a GPA and Response AZ-38 regarding the proposed density. Note that the Elfin Forest and Harmony Grove communities have separate discussions in the Elfin Forest and Harmony Grove Community Plan based on the differences between these similar, but distinguishable, communities. Contrary to the commenter's assertion, the Project would not directly impact Elfin Forest where the commenter is located. The EIR adequately evaluates the potential environmental impacts that would result from a General Plan Amendment, consistent with CEQA and the County CEQA Guidelines. The opposition to the Project is opinion and no specific response is required.

COMMENTS

RESPONSES

Ehsan, Beth

From: PAIGE JENNINGS <pjennings161@sbcglobal.net>
Sent: Wednesday, May 27, 2015 8:14 PM
To: Ehsan, Beth
Subject: Citizen Response to Proposed North County Development

May 27, 2015

Dear Ms.Ehsan,

As a San Diego native, and longtime Escondido resident and homeowner, I am very concerned about the potential development being planned on the Western side of our city, namely the Valiano project. I understand this is in ADDITION to the already approved Harmony Grove Estates with over 750 homes.

BB-1

My first concern is our precious resource, water. Governor Brown recently implemented mandatory 25% water use cutbacks by each California city. What little water we have needs to be used for drinking, growing food, and fighting fires. I have long had a drought tolerant yard, and take the "severe drought" situation seriously. I feel the addition of the Valiano development to our community and the water use it will bring is not a logical step to take during a drought.

BB-2

My second concern is congestion. While I reside in Old Escondido, the impact from these developments will be felt in all parts of the city (and county). I feel we do not have the infrastructure, nor space for this many more folks in our community. Traffic is already insufferable much of the time, and we do not have the public transportation to support this kind of growth.

BB-3

Thirdly, I have to wonder if the Valiano folks will be able to insure their homes from fire. The two lane roads in and out of Harmony Grove/Elfin Forrest appear to be a fire trap, especially during the panic situation of an evacuation. Fallbrook, CA is an excellent example of too narrow roads with firetrucks attempting to go in, and panicked citizenry attempted a retreat.

BB-4

Thank you for your time and consideration.

Sincerely,

Paige Jennings
pjennings161@sbcglobal.net
161 E. 6th Street

BB-1 Introductory comment noted. The comment is correct that the Proposed Project would be in addition to the Harmony Grove Village project, which was approved for up to 742 homes.

BB-2 The comment is related to the Project's water consumption which is fully addressed in Response C-2, C-8, C-10 and K-99. Also see AV-2 regarding use of recycled water.

BB-3 The Project's location is consistent with regional plans to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure. See Response BA-3 for further information regarding a summary of the EIR's traffic evaluation. See Subsection 2.8.2.9 of the EIR for the discussion of public transportation; the Project would add residents within the vicinity of alternative transportation, such as the Nordahl Road Bus and SPRINTER Center, as well as within a short travel distance to nearby employment centers and commercial areas.

BB-4 The comment is related to wildfire hazards which is fully addressed in Subchapter 2.9 of the EIR. Also see Topical Response: Fire/Evacuations regarding fire evacuation. Fire insurance is not a CEQA issue so no further comment can be made on this topic.

COMMENTS

RESPONSES

Escondido, CA 92025

COMMENTS

RESPONSES

Ehsan, Beth

From: Natasha Kay <orangemoth13@gmail.com>
Sent: Tuesday, June 09, 2015 4:25 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net
Cc: Elfin Forest Harmony Grove Town Council
Subject: Valiano project

To whom it may concern,

I am writing today about the proposed EIR related to the Valiano Project in Eden Valley. We moved here in 2009 from Carlsbad. The reason I, and everyone else I've talked to moved here, is due to the rural atmosphere. We moved here to have quiet, dark night skies, privacy and to be in and around nature.

I am about a half mile around the corner from the Harmony Grove Village and I cannot express how much that project has negatively affected our lives and experience here. It has created noise, lights, more traffic and completely changed Harmony Grove for the worst, in more ways than I will mention here.

The reason for my letter today is to express my concern about the proposed Valiano project in Eden Valley. I read through parts of the EIR and it was strange to see that almost every topic brought up ended with a statement like: the "_____ impact would be less than significant". It was as if it had been written by them (Valiano). I think that almost everything in the report would have a very significant impact on this community. Everything from vector control, historical land uses, wildfire hazards and water have been mentioned and all of these cause us deep concern.

For us (my family here at 9237 Harmony Grove Road) the Valiano project will double the negative effects we are already suffering with from the HGV project. The traffic is already going to more than double and we fear that if Valiano is approved we may lose our homes due to having to widen the road. We are right on the road and see this as a reality. Being right on the main road we already have almost non-stop traffic day and night which again is only going to be worse once HGV fills up all those homes. With Valiano the traffic will increase even more. The issue of wildlife and open space is one of our largest concerns. Each pair of owls for instance, requires a certain amount of square acres to mate/breed, they will lose even more space. All of the animals will be losing space/habitat and some may die off altogether. When we moved here we had deers and coyotes frequently and now it is far less, Valiano will make this even worse. The dark sky policy is another issue that has been ruined by HGV, and again Valiano will worsen this as well. Water is now an issue for all of us and I just dont see how another 326 homes will be sustainable.

In conclusion I would just like to express my sadness and anger about the idea of another development down here in Harmony Grove when we havent even seen the affects of HGV. Another "project" (Valiano) will only exacerbate all of the issues we are now coming to terms with and learning to deal with.

Thank you for your consideration,
Natasha Kay (and family)

BC-1 The comment does not raise an environmental issue with respect to the Project EIR. The Harmony Grove Village project is not a part of the Proposed Project. However, the amount of noise and light from Harmony Grove Village you mention has (to date) primarily been associated with construction activities.

Currently at Harmony Grove Village, homes are for sale, and increased amounts of night-lighting are assumed in the near-term. This information cited in the comment is consistent with the information in the Harmony Grove Village EIR,

Immediately following project construction and sale, safety and other resulting lighting effects would result in increased glow over existing conditions. While street trees and internal landscaping, when mature, would help buffer the homes from views to the Proposed Project from off site, softening sharp edges, unifying the project, and diminishing project lighting and glare, this would not be the case in the short-term. While temporary in nature and ultimately addressed through project design and landscaping over the long-term, short-term adverse visual impacts would be significant and unmitigable pursuant to Threshold No. 4. (AL I-8)(County 2006:2.4-27).

And

Nightlighting effects would increase for the period between initiation of habitation and landscaping (particularly street trees) attaining heights exceeding the light source. While relatively temporary in nature and ultimately addressed through project design and landscaping, short-term visual impacts would be significant and unmitigable. (County 2006:2.4-34).

As stated, these adverse effects are expected to diminish as street trees and Project landscaping achieve maturity.

BC-2 In a CEQA document, each potential impact of a project is analyzed and requires a determination of being "potentially significant," "less than significant," or "no impact." Applicable thresholds established by the County and regulations are utilized to determine the level of impact. See Table S-1 for a summary of the significant impacts and the mitigation

COMMENTS

RESPONSES

<p>BC-9 Response</p> <p>BC-10 Response</p> <p>BC-11 Response</p>	<p>BC-2 cont. that would be implemented to reduce those impacts. The PDS staff independently reviews iterations of technical reports and the EIR prior to accepting the document for public review and then the public participates in finalizing the document prior to its consideration by the decision-makers. It is a goal of County staff and in everybody's interest to achieve a mitigated project with less than significant impacts.</p> <p>BC-3 See Subsection 2.9.1.4 for discussion of vector control.</p> <p>BC-4 See Subsections 2.1.2.2, 2.1.2.4, and 2.3.1.3, and Subchapter 2.5 regarding historic land uses. The historic use of the site as an agricultural operation would be partially maintained through the 35.4-acre agricultural easement, discussed in Response I-69a.</p> <p>BC-5 See Subsection 2.9.2.6 for discussion of wildfire hazards.</p> <p>BC-6 See Responses C-2, C-8, and C-10 regarding water usage.</p> <p>BC-7 The concern cited in the comment including cumulative traffic analysis is fully addressed in the EIR (Section 2.8), based on a TIA prepared to analyze the Project's traffic impacts (Appendix H of the EIR). Mitigation measures would be implemented that would reduce the traffic impacts. No changes to the EIR resulted from the comment. The cumulative analysis accounted for the Proposed Project traffic and the Harmony Grove Village traffic and did not find a significant impact on Harmony Grove Road in front of your house. The Project does not propose, and would not cause, for the road to be widened and for eminent domain to occur on your house. The great majority of Project traffic would not head west on Harmony Grove Road (see Response K-165 for further information).</p> <p>BC-8 Comment noted. Your appreciation of wildlife is understood. The Project site, however, is not considered a priority area for conservation under the draft North County MSCP. The draft NCMSCP identifies proposed PAMAs, which are intended to be the future NCMSCP preserve areas. These future preserve areas would provide a network of conserved lands to protect north county's native plants and animals, including both common species and rare species. Except for a small area in the southeast corner of the site associated with the former Harmony Grove Equestrian Facility, the Project site does not include habitat areas designated as proposed PAMA in the draft NCMSCP. The lack of PAMA designation over the site underscores the site's history of agriculture use which has disturbed much of the land, as well as the site's lack of connectivity to large open space areas. Mitigation would be provided for Project impacts to biological resources pursuant to County and Resource Agencies requirements. In addition, habitat for wildlife would continue to exist on the Project site following Project development, including a 47.5-acre block of land in the northwest portion of the site, as well as smaller areas of designated biological open space. These areas could still be used by owls and other wildlife.</p>
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COMMENTS

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BC-9 See Response K-109 regarding lighting and night skies.

BC-10 See Responses C-2, C-8, and C-10 regarding water usage.

BC-11 The direct impacts of Harmony Grove Village are not part of the Proposed Project and are therefore not analyzed in this CEQA document. Cumulative impacts from the Proposed Project and other nearby projects, such as Harmony Grove Village, were analyzed in the EIR for aesthetics, air quality, agricultural resources, biological resources, cultural resources, noise, paleontological resources, transportation/traffic, hazards and hazardous materials, geology and soils, and utilities and service systems. Mitigation measures would be implemented to reduce the significant cumulative impacts. Your position regarding the negative effects of the Project is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Alex Kohnke <mail@alexkohnke.com>
Sent: Monday, June 15, 2015 10:31 AM
To: Blackson, Kristin; Wardlaw, Mark; Loy, Maggie A; Ehsan, Beth; Sibbet, David
Cc: Fitzpatrick, Lisa; douglas.dil@att.net; bruce.bettyliska@gmail.com; Horn, Bill; Ron-Roberts; Roberts, Dave; Jacob, Dianne; Cox, Greg; efhgtc@gmail.com
Subject: Opposed to Valiano Development

Re: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Dear Ms. Ehsan:

Thank you and your colleagues at Planning and Development Services for all the hard work you've put into reviewing the Valiano project. It means a great deal to our community that you are giving it the due diligence it deserves. My name is Alexander Kohnke and I've lived on Elfin Forest Road in Elfin Forest for 1 year.

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 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:

I have moved my family here from Los Angeles, in search of a rural and natural place to live. A place where kids can grow up surrounded by nature and animals, where you can have horses and other animals, where there is open space and trails to explore, where the nights are dark and quiet and where you are able to see the stars at night. After a lot of research Elfin Forest was the place we felt would provide us with that opportunity. After reviewing the community plan it seemed like the right right place for us. We bought our house with the trust that the community plan would be upheld.

Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. Tightly clustered houses, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing, gates and cul-de-sacs are NOT rural. Valiano has nothing to do with being rural other than it is destroying the very thing it is claiming to be. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

Thank you so much for your time!

Alexander Kohnke

BD-1 The comment is introductory, but also indicates that the Project would threaten to destroy the community (character). The EIR analysis does not come to the same conclusion. Your hope for the developer to follow the vision of the General Plan is included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project as part of this response.

BD-2 The comment does not raise an environmental issue with respect to the EIR. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response U-2a regarding clustering, and Responses AD-3 and AD-5 regarding the other issues raised in your letter.

COMMENTS

RESPONSES

20706 Elfin Forest Rd
Escondido, CA 92029

COMMENTS

RESPONSES

Monday, June 15, 2015

San Diego County Planning and Development Services
5510 Overland Ave., # 110
San Diego, CA 92123

RE: Valiano Project in Harmony Grove/Eden Valley

Dear Ms. Ehsan,

I'm writing to express my concern and opposition to the potential building of the Valiano Project in Harmony Grove and Eden Valley, which is adjacent to where we live in Elfin Forest.

I would first like to thank you and your colleagues for all the time and work you've put into reviewing the Valiano project. It means a great deal to our community and we all appreciate the due diligence you've given the planning for this project.

BE-1

My husband and I have lived in Elfin Forest for 2 ½ wonderful years living at 20125 Colina Encantada Way, 92029. We built here knowing the close-knit community and rural lifestyle would be a wonderful match for us. Neighbors here look out for one another and when there's a disaster in the area as with the fires of May 2014, each person looks out for their neighbor. Though we don't have horses, horses abound in this area and we love them! I saw numerous vehicles pulling horse trailers looking for anyone who needed help with their animals. More than one drove up our short road to check to see that all animals were taken care of.

BE-2

As you know, the project, as proposed, threatens to destroy the rural nature of our community and instead, assists in the urban sprawl that has taken over many parts of San Diego County. It also goes against the general plan that was agreed upon by the county many years ago. I know that numerous meetings were held to undertake this vast and daunting job, but in the end all parties agree that our community should take "our share of density" to accommodate the growth that San Diego County would experience over the next 20 years. A compromise was made and agreed upon. This project violates that Community Development Model creating a much higher density.

BE-3

Which leads me to the roads. Elfin Forest and Harmony Grove Roads are mostly small, two lane roads and yet already have a high density of motor vehicles on them as it's a major east-west thoroughfare. The road was not intended for the traffic load that it now carries, not to mention an immensely increased load, which the Valiano Project would add to. People die on this road on a regular basis including a motorcycle accident this past April. The year before that, a head on crash occurred and killed another. Both within a ½ mile of our home.

BE-4

There are many more issues that I could go on about but I will stop here. Please vote against this project as it stands. Thank you for your consideration.

Regards,

Kay Kolb

BE-1

Thank you for sharing your concerns, especially about your neighbors in the fires of May 2014. The comment is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project. Please see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response U-2a regarding the rural nature of Eden Valley and the northern part of Harmony Grove.

BE-2

The comment is related to the Project's inconsistency with the General Plan and need for a GPA which is fully addressed in Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA analysis and Response AD-2 Responses I-3 and I-4 discuss the applicability of the Community Development Model to the Project.

BE-3

The comment is related to the Project's traffic on Elfin Forest and Harmony Grove Roads which is fully addressed in Response K-165. There would be a small percentage of Project traffic using Harmony Grove Road. In addition, based on the trip distribution using the SANDAG Traffic Model, the Project would add fewer than 25 peak hour trips to Elfin Forest Road which is less than significant and does not require analysis according to the County Traffic Analysis Requirements. As discussed in Subsection 2.8.2.7, the Project would not create significant traffic hazards on nearby roadways, including Harmony Grove Road.

BE-4

Your objection to the Proposed Project is noted, as stated in Response BE-1.

COMMENTS

RESPONSES

Ehsan, Beth

From: Daniel Kucharski <daniel.kucharski@gmail.com>
Sent: Sunday, June 14, 2015 8:25 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: Our concerns about Valiano project

Dear PDS representatives,

First, let me thank you for the opportunities you provided to us to voice our concerns about the Valiano project draft, and for the transparent manner in which this review process is being conducted. We have attended the meetings, and have expressed our concerns before, but decided it was important to be on the record.

BF-1

My name is Daniel Kucharski, and together with my wife Joanna Kiljan we are Elfin Forest residents. We are writing this because of our concerns about Valiano project incompatibility with the character of our community, and the serious detrimental impact its new high-density variant will have on the enjoyment and value our community provides not only to its residents, but also numerous other stakeholders in San Diego County who frequently visit our community for recreational purposes. If the Valiano project is allowed to proceed, it will create a serious safety hazard.

When the subject of new development is discussed in Elfin Forest and Harmony Grove, equestrian issues are usually brought to the forefront. However, this is just one of many dimensions of the unique character of our community. Another important aspect is road cycling. Our community attracts literally hundreds of cyclist every week from all over San Diego County. This includes individual riders and small groups as well as organized club rides and charity events. Our area has rich cycling tradition. In fact, Tour of California—one of the largest professional cycling events in the US—sometimes passes through nearby Escondido, which further fuels participation in this already very popular sport. Community of Elfin Forest and Harmony Grove provides unique cycling experience, with its undulating terrain accompanied by spectacular views of hills, rocks formations, and the vegetation supported by Escondido Creek. The ride is uninterrupted by traffic lights and intersections, and it benefits from mild coastal weather, and often a perceptible ocean breeze. No other place in San Diego County provides this combination of desirable qualities to cyclists.

BF-2

Mountain bikers share our trails with equestrians and hikers under a well-defined set of trail conduct rules, but road cycling happens on the road, and this is where the problem lies. There is only one road connecting the new developments to western communities of San Elijo Hills, Carlsbad, and Encinitas. This road is Harmony Grove Rd, which becomes Elfin Forrest Rd, and with its one traffic lane in each direction, blind curves, and limited shoulder areas it is absolutely not equipped to sustain heavy traffic in a safe manner, particularly of the mixed type, involving both bicycles and cars. But the developer proposed no mitigation, and is not even acknowledging the inevitable traffic increase on these roads as project phases are completed. No evidence was provided to support their view.

The traffic has already increased since the start of Harmony Grove Village construction, which creates backups even with something as routine as Monday morning EDCO trash pickup, because there are few safe places to pass on Elfin Forest Rd and Harmony Grove Rd. My fairly recent conversation with a deputy from San Diego

BF-1

Thank you for your introductory comments. The Project is proposing a semi-rural General Plan Land Use Designation (see Response G-6). The Project site is was used as agricultural property in the past (prior to the Coco Fire) and does not provide recreational amenities, whereas the Proposed Project would add multi-use trails, public parks, and equestrian staging facilities to increase the area’s recreational value. Regarding community character, see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. The comment is correct that the Project has the potential for (traffic) safety hazards, though the comment is not specific in its meaning. The potential for hazard impacts are discussed in Response BF-2 and Subsections 2.8.2.7 and 2.8.2.8 of the EIR. Impacts are mitigated.

BF-2

See Response K-165 for an explanation of how a small percentage of Project traffic would use Harmony Grove Road and how traffic volumes on Harmony Grove Road are much lower than on other roadways. In addition, based on the trip distribution using the SANDAG Traffic Model, the Project would add fewer than 25 peak hour trips to Elfin Forest Road which is less than significant and does not require traffic analysis according to the County Traffic Analysis Requirements. Regarding bicycle safety, see Response AG-4.

COMMENTS

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BF-2
cont.

County Sheriff's Department confirmed that the traffic conditions are indeed deteriorating. In his opinion, the traffic is already at a level that makes it unsafe for cyclist to use these roads. And if the Valiano project is allowed to proceed, it will only get worse.

California CVC 21760 (a.k.a. Three Feet for Safety Act) requires motor vehicles to leave a 3-foot margin while passing a cyclist. With the increased traffic, compliance with this law will simply not be possible on these roads without bike lanes, resulting either in cyclists being hit by cars, or head-on collisions between cars travelling in opposite directions.

BF-3

In summary, we strongly believe the Valiano proposal should be rejected, or at least put on hold while a comprehensive traffic study is conducted by an independent party. To establish the baseline, this study needs to take in the account the increase in traffic that has already taken place since the construction started in Harmony Grove Village, and which is already impacting the safety of the residents and the visitors. Concrete mitigation steps also need to be proposed and funded. This will most likely require full, uninterrupted bike lane to be created on both sides of Harmony Grove Rd and Elfin Forest Rd between the new developments and San Elijo Rd.

Thank you in advance for taking the time to consider our concerns.

Daniel Kucharski & Joanna Kiljan
8080 Harmony Grove Rd
Elfin Forest, CA 92029

BF-3

The TIA was prepared by professional traffic consultants (LLG) according to County Report Requirements and has been reviewed by County PDS for thoroughness and accuracy. The study included a cumulative traffic analysis that included Proposed Project traffic and Harmony Grove Village traffic. As stated in Response AG-4, only a small percentage of Project traffic would head west on Harmony Grove Road, and the Project would not create a significant traffic hazard to bicyclists nor preclude the provision of bike lanes. Harmony Grove Road is a Mobility Element road, classified as a 2.2E and 2.2C Light Collector, including bike lanes. Bike lanes would be added on any segments of the road that are improved to public road standards in the future based on private development or County improvements. No changes to the EIR resulted from the comment.

COMMENTS

RESPONSES

Ehsan, Beth

From: Andy Laderman <aladerman@cox.net>
Sent: Monday, June 15, 2015 9:21 AM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; douglas.dill@att.net; Elfin Forest Harmony Grove Town Council; EdenValleyNews@aol.com
Subject: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

County Planning and Development Services:

BG-1 We live at 2710 Surrey Lane in Eden Valley. As residents of Eden Valley for over 30 years we appreciate the opportunity to comment on the draft EIR for the proposed Valiano project. We know you will be receiving detailed critiques of the draft EIR from several community groups. We concur with most of the community groups' findings of gross deficiencies and omissions in nearly every section of the draft EIR. We know that you will diligently review the input from these groups and hence do not feel it necessary to repeat their comments. Rather, we would like to use this opportunity to document the personal impacts that the project will have on our health, safety and quality of life if it is approved as proposed.

BG-2a Increased Traffic and Impact on Ability to Evacuate
As residents who have lived in the area for many years we can attest to the fact that we live in an area susceptible to wildfires and have had to evacuate several times. Due to the topography of the valley, Country Club Drive, a two lane road, is the only evacuation route out of the valley. The road is currently rated a LOS (level of service) "A" where it passes in front of our parcel (Draft EIR table 2.8.3). Even with this low traffic volume, it was still chaotic with several traffic delays when all of Eden Valley with our horse trailers were evacuating during the Cocos fire. The draft EIR predicts that the LOS for this stretch of Country Club Drive will deteriorate to a LOS of "F", basically gridlock (Draft EIR table 2.8.7). Evacuating the residents and horses of Eden Valley and Valiano onto Country Club Drive would be impossible to achieve in a timely manner. A fast moving fire such as the Cocos fire would cause a catastrophe with the potential for significant loss of life. We do not want to be statistics in such a scenario. We would ask that the following mitigation be required of the applicant:

- Reduce the number of residents needing to evacuate in a wildfire by reducing the number of homes to no more than the number allowed under the existing general plan and eliminating the 54 second dwelling units
• Requiring the applicant to provide evacuation routes that do not all empty eastbound onto Country Club Drive e.g. proving a northbound or westbound evacuation route by connecting to La Moree Road

BG-3a Noise
Table 2.6.3 on subsection 2.6 of the EIR (Noise) predicts that the exterior CNEL for receivers 12 and 13 (our specific parcel) will reach levels of 66.6 dBA due to increased traffic on Country Club Drive. For assessing noise impacts to sensitive residential land uses, the County standard is an exterior noise level (for usable outdoor space) of 60 CNEL or less for single-family homes. Therefore, if this project goes ahead our backyard, pool, outdoor kitchen and patio will not be useable according to County standards. The EIR does not propose any mitigation to alleviate this impact. We would ask that the following mitigation be required of the applicant:

BG-1 Thank you for your introductory comments. Regarding community groups, letters have been received from the Friends of Eden Valley and the Elfin Forest/Harmony Grove Town Council; see Letters G, H, I, and J. The remainder of the responses below address your specific comments.

BG-2a The comment is related to fire evacuation which is fully addressed in Topical Response: Fire/Evacuations.

BG-2b Wildland hazards have been addressed by a detailed Fire Protection Plan (Appendix L) as analyzed in the EIR, Subsection 2.9.2.6. Impacts were identified as potentially significant but mitigated to less than significant with fuel management agreements with the San Marcos Fire Department and a service agreement with the Harmony Grove Fire Station.

BG-2c A road connection to La Moree was determined infeasible as discussed in Response I-63. However, Project improvements to Country Club Drive and the intersection of Country Club Drive and Auto Parkway would be expected to increase traffic flow and options for evacuation.

BG-3a Existing noise levels at receivers 12 and 13 would not be exposed to direct Project-related traffic noise impacts because the existing noise already exceeds the standard and traffic increases of less than 3 dB are not perceptible to humans. The Project's contribution to the cumulative impact is also less than significant because it would not exceed 1 dB CNEL significance threshold. See Response K-139 that addresses County threshold for off-site impacts.

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- BG-3b • Reduce the additional daily trips and hence the traffic noise by reducing the number of homes to no more than the number allowed under the existing general plan and eliminating the 54 second dwelling units
- BG-3c • Reducing the traffic on Country Club Drive by providing another access point to Valiano that does not come off Country Club Drive e.g. connecting the northwest corner of the site to La Moree Road
- BG-3d • Building a sound barrier or wall to shield our outdoor space from the increased traffic noise on Country Club Drive

BG-3b As indicated in Response K-139, off-site traffic noise impacts would be less than significant and no mitigation is required. Options for a reduced Project size are addressed within Subchapter 4.0, Project Alternatives. Several alternatives for a reduced Project size are addressed within Subchapter 4.0, including the No Project/No Development Alternative, General Plan Density Alternative, Reduced Grading Alternative, and Septic Option Alternative. As discussed in that section, these alternatives would reduce off-site transportation noise levels; however impacts would remain less than significant.

Air Quality
 The project would result in a significant decline in air quality in Eden Valley that would be harmful to us as well as all other residents of Eden Valley. The topography of Eden Valley results in frequent inversion layers. As stated in the Draft EIR (subchapter 2.2):
“Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground”.
 The construction and operation of the project as proposed, including the additional traffic, would result in a significant deterioration in air quality. This is acknowledged by the applicant in section 2.2 of the draft EIR:
“In addition, the Proposed Project would significantly contribute to cumulative construction and operational air quality impacts (Impacts AQ-2 and AQ-3, respectively). short of reducing the Project size, there are no feasible mitigation measures to reduce the Project’s contribution to a less than considerable level. Accordingly, these impacts would remain significant and unmitigated.”

BG-3c The infeasibility of connecting to La Moree Road is discussed in Response I-63. As discussed on page 38 of the Acoustical Site Assessment Report, an additional access option was analyzed that provides Project access in the northwest area of the site via Hill Valley Drive in addition to Eden Valley Lane, Mt. Whitney Road and the two future access driveways south or Mt. Whitney Road. In order for this roadway to meet private road standards set by the County, the entire road would need to be improved to a paved width of 24 feet with a corresponding speed limit of 30 miles per hour. Potential traffic noise levels along Hill Valley Drive were also separately modeled.

- We would ask that the following mitigation be required of the applicant:
- BG-4b • Reduce the construction air quality impact by reducing the number of homes to no more than the number allowed under the existing general plan and eliminating the 54 second dwelling units
 - BG-4c • Reduce the construction air quality impact by preserving the natural topography of the site. This would reduce the amount of grading and blasting required to produce level lots for lawns, parks, retaining walls, etc.
 - BG-4d • Reduce the operational air quality impact by reducing the number of homes to no more than the number allowed under the existing general plan and eliminating the 54 second dwelling units

Noise levels at modeled receivers along County Club Drive between Hill Valley Drive and Eden Valley Lane, and along Eden Valley Lane between the Project entrance and Country Club Drive would be lower with this scenario than they would be under the proposed Project (which does not include Project access at Hill Valley Drive). However, future noise levels would still exceed 60 Community Noise Equivalent Level (CNEL) at both structural façades and exterior use locations for many off-site residences along Country Club Drive. Although traffic noise may result in a cumulative levels over the 60 dBA CNEL, this Project would not have a “cumulatively considerable” project contribution (a greater than 1 dB increase due to Project-added noise to conditions that already exceed 60 CNEL) with the additional access option. Project-related cumulative impacts to off-site residences would be less than significant.

Construction Blasting and Grading Noise Impact on Livestock
 Like many of the residents of Eden Valley we keep horses on our property. The noise and ground vibration associated with grading and blasting can be very harmful to horses. They are “flight” animals. However, they will not be able to flee from the noise. Not only will this be traumatic to the animals but could result in injury during their attempt to flee. Many of my neighbors who live closer to Harmony Grove Village experienced significant issues with their animals during the grading and blasting for this project. The applicant has proposed a 12 foot temporary sound barrier as mitigation. The equestrian community feels this would be woefully inadequate. We agree. We would ask that the following mitigation be required of the applicant:

- BG-5b • Reduce the amount of grading and blasting required by reducing the number of homes to no more than allowed under the existing general plan
- BG-5c • Reduce the amount of grading and blasting required by preserving the natural topography of the site rather than cutting and filing to produce level lots

BG-3d As noted earlier, Project-related traffic noise impacts to off-site residences are less than significant and do not require mitigation. See Response K-139 that addresses County threshold for off-site impacts.

BG-6 **Incompatibility with County’s Strategic Plan for Fiscal Years 2014-2019**

BG-4a The comment reiterates the conclusions in the DEIR. See Response AZ-19 with respect to inversion layers.

BG-4b See Response K-26b with respect to the General Plan Density alternative and its construction air quality impact.

BG-4c See Response K-26b with respect to the Reduced Grading alternative and its construction air quality impacts.

COMMENTS

RESPONSES

- BG-4d See Response K-26b with respect to the General Plan Density alternative and its operational air quality impacts.
- BG-5a Since impacts to horses and livestock are not required analyses under CEQA, mitigation is not proposed. See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.
- BG-5b See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting. Specific to the comment, a General Plan Density Alternative was evaluated is included in the EIR in Chapter 4.0.
- BG-5c See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting. Please also note that the Project is fully compliant with County steep slope requirements in accordance with the Resource Protection Ordinance.
- BG-6 See Response AF-20.

COMMENTS

RESPONSES

BG-6 cont. There has been a lot of discussion about how this project is incompatible with the County's general plan. The applicant's solution is to ask for a general plan amendment. We would like to address the project's incompatibility with the goals of the County's Strategic Plan for Fiscal years 2014-2019. If the project is allowed to proceed as proposed it will be in direct conflict with at least two of the initiatives contained within the County's Strategic Plan. Specifically:

- *Make neighborhoods healthy places to live, work and play*
 - The noise, air pollution and traffic associated with this project would make our neighborhood a markedly unhealthy place to live, work and play compared to today
- *Help communities prepare, respond and recover from public health threats, environmental hazards and other emergencies*
 - If this project was built as proposed, the inability to evacuate safely and in a timely manner during a wildfire would leave our community far less able to respond to such an emergency

BG-7

BG-8 **Conclusion**
 BG-9 In this email we have only touched on the most significant impacts of the project. There are a whole host of
 BG-10 additional impacts including degraded visual aesthetics, loss of rural community character, increased light
 BG-11 pollution, loss of habitat, etc.....the list could go on and on. The draft EIR confirms what we observed in our comments on the NOP for this project sent to the County on July 16, 2013 that this project would have a devastating impact on our environment and lifestyle. As we also stated in our NOP comments:

BG-12 *"Our community has worked diligently with the County over the last decade to evolve a General Plan that recognizes and preserves our rural lifestyle through well thought out land use planning and zoning. The intent was to avoid just the sort of environmental impacts that will occur if the applicant is granted a highly impactful General Plan Amendment to develop Valiano as proposed."*

BG-13 We feel that the draft EIR reinforces the concerns we expressed two years ago. Indeed, the health and safety impacts are potentially worse than we originally feared.

Sincerely,
 Andrew & Phyllis Laderman
 2710 Surrey Lane
 Escondido, CA 92029

BG-7 See Response I-47 regarding fire evacuation.

BG-8 The visual effects of the Project have been objectively discussed and analyzed in conformance with the County's Guidelines for Determining Significance and Report Format and Content Requirements, Visual Analysis. These guidelines require evaluation of a project's visual impact from surrounding areas, and considering such varied elements as proposed structural massing, landform modification, removal of vegetation, overall visibility, impact to identified public viewpoints and scenic views, types of viewers and their respective sensitivity to change as well as duration of exposure to the changed view, etc. Project design elements such as consolidation of Project footprint into the lower elevations on site (with associated retention of open space), following underlying landform during grading of lots, setback of residential units from the primary road in the Project vicinity (County Club Drive), implementation of public park or open space areas next to a number of off-site viewers, retention of agricultural easement, and incorporation of substantial vegetative buffering elements were incorporated into the Project. The Project results in significant short-term impacts to the visual setting, but the visual mitigation and design features would reduce the long-term impacts to less than significant (see EIR section 2.1.2, and 2.1.4 through 2.1.6).

BG-9 See Responses U-2a and AZ-7c regarding issues of community character.

BG-10 See Response AG-1 regarding light pollution.

BG-11 See Response BC-8 regarding loss of habitat.

BG-12 See Responses AD-2 and AD-3 regarding the General Plan, GPA, and community involvement.

BG-13 Your position regarding the negative effects of the Project is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Keala Lawson <keala.lawson@cox.net>
Sent: Monday, June 15, 2015 7:30 AM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill

Dear County Officers,

BH-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 Keala Shotwell and I've lived at 2903 Eden Valley Lane since 1998.

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.

BH-2

I personally was on the community committee that met with new Urban West to help give feedback on the Harmony Grove Development. I felt as though the many years spent working to reduce the number of total homes and guide the project to support our way of life was enough to say that we, Harmony Grove neighbors, did our part to allow development. I was shocked to find we now have to battle ANOTHER development in our back yard. Although this developer, Valiano, has made no attempts to hear our feedback and concerns or work toward a community that fits with our general plan. Please do not make me forfeit more of my families' quality of life by allowing this development to proceed as they have planned.

BH-3

Harmony Grove Village: Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.

BH-4

The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already majorly congested. I have lived here through the many fire seasons. The impact of this congestion to evacuate the new Harmony Grove development AND Eden Valley AND Valiano will be catastrophic. I saw the congestion that occurred on Twin Oaks during the last fires in SanElijo. Many

BH-1

Introductory comment noted. This comment indicates that the Project would threaten to destroy the community (character) and 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. Please see responses to specific comments, below.

BH-2

Contributions by community members to the planning process are extremely important as they are knowledgeable of the community and experience life on a daily basis within the community. In addition to the County meetings required by CEQA and the discretionary planning process, the Applicant has conducted meetings on and off site (including at Coco's Restaurant and Del Dios Elementary School venues) with local residents, local businesses and adjoining City leadership and managers, as well as organized representative groups including multiple workshops and presentations to the San Dieguito Planning group throughout the past three years. An information tent also was set up on site and staffed on weekends and after work so that the neighborhood would have an opportunity to obtain and provide information. Neighborhood input has resulted in design changes to enhance community compatibility, including incorporation of large animal lots, implementation of buffering landscaping, etc. California law, however, allows private property owners to propose uses of their property that vary from projections in an existing plan in a discretionary application. The County's review process requires a complete application, staff analysis for zoning and land use, CEQA compliance, public involvement, and a recommendation to a decision making body to implement such changes. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the purpose and level of power of planning documents, as well as use of a GPA.

BH-3

This is a repeat of comment AD-3. See Response AD-3 regarding Community Development Model and lot sizes. Please also see Response K-11b regarding variation in lot size in the vicinity of the Project.

BH-4

See Responses E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way and K-167 regarding the analysis and mitigation of that intersection. See Topical Response: Fire/Evacuations regarding fire evacuation.

COMMENTS

RESPONSES

BH-4 cont. friends actually turned around and went home after 2 hours in traffic trying to exit that neighborhood. Due to our valley inflow and outflow of traffic this would very likely occur here as well. 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.

BH-5a I am horse owner. My family raise livestock and participate in horse activities as part of our family lifestyle. First, there aren't enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living. Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely when you include it's food, tack, trailer for hauling, and manure management. A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire. This project would represent an irreversible loss of Equestrian Capable lands and is incompatible with the current residents community character and existing uses.

BH-5b

Thank you for hearing my concerns,
 Kevin Lawson and Keala Shotwell
 2903 Eden Valley Lane
 Escondido, CA 92029

BH-5a See Responses AD-19, AD-20, and AD-21 regarding equestrian-friendly elements of the Project, suitability of proposed lot sizes to accommodate horses, and the management of hay and manure.

BH-5b See Response AL-31 regarding equestrian-capable lands.

COMMENTS

RESPONSES

Ehsan, Beth

From: JoAnne Lesser <joanne.lesser@att.net>
Sent: Monday, June 15, 2015 1:37 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill
Subject: Draft - EIR - Valiano proposed project

Dear Ms. Ehsan:

The Planning and Development Services has expended much time and work in reviewing the Valiano project. It means a great deal to our community and we appreciate that you are giving it the DUE DILIGENCE it deserves.

My name is Jo-Anne Lesser and I've lived on Live Oak Road (Eden Valley) for 27 years.

The Valiano project, as you know, threatens to destroy the wonderful community we are part of and that has existed, undisturbed for over 125 years. We live in a unique and special place in San Diego County, the last of its kind west of the 15!!

I take this opportunity to provide my comments on the Draft EIR for this project with the expectation that the developer will seek to follow the vision of the General Plan and that of my community:

- General Plan Update: In the 2000s the County staff and many members of our community (upwards of 60 and over many meetings) collaborated on the General Plan Update and it was decided that our community should take our share of density to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line. We agreed with this compromise. This project VIOLATES that compromise and it VIOLATES the Community Development Model and creates higher density outside the village core after the "feathering out" has occurred.
Harmony Grove Village: We worked with New Urban West over a period of several years to make sure the project fits in with the Community Development Model and our community plan previously noted with the County Staff. However, Valiano violates the WORD AND SPIRIT of our community plan and the compromise we made by clustering houses closely together in very high density clusters.
Community Plan: 27 years ago I moved to this community because it was rural with rural zoning and a rural environment. This applicant claims it is a semi-rural development and claims to have rural themes. This is not true; the houses are tightly clustered together

BI-1 Introductory comment noted. This comment indicates that the Project would threaten to destroy the community (character) and 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. Please see responses to specific comments, below.

BI-2 This is a repeat of comment AD-2. See Response AD-2.

BI-3 See Response AD-3 regarding the Community Development Model and the importance of community input.

BI-4 See Responses U-2a and AD-5 regarding the semi-rural density and design elements of the Project.

COMMENTS

RESPONSES

BI-4 cont. with 1000 foot walls, 20 feet high with manufactured slopes, gates, cul-de-sacs etc. What rural means to me is open fields, horse corrals, barns, ranch fencing. VALIANO'S PROPOSAL IS NOT RURAL.

BI-5 • **Fire Safety:** During the CoCo's fire last year, we were stuck in traffic for over 45 minutes and we don't have horses. Country Club Road is only a two lane road with LOS F. It is facing evacuation traffic from 742 homes - with probably two cars per home. The FPP is focusing exclusively on the impacts to "the project" with no reference to how it will jeopardize the existing community.

BI-6 • **Equestrian Example:** Horses on 1/3 of an acre?? I live in a development of 80+ homes - all with 1/2 acre lots and NO ONE HAS A HORSE. Say no more.

BI-7 • **Air Quality:** According to the DEIR, the project will have significant and unavoidable air quality impacts and no way to mitigate these impacts. More than doubles the vehicle miles traveled; they don't show that a project with fewer units is infeasible; they claim green credentials by exceeding the Title 24 standards from 2008, but newer standards are currently in plan from 2013. They do not meet the 2013 standards which are more stringent.

BI-8

BI-9

BI-10

BI-11 Ms. Ehsan, these are some of my top concerns about this proposed project; I expect that you will take these concerns into consideration when making your decision not to approve the plan as written.

Thank you for your attention to this communication.

Regards,

Jo-Anne Lesser

BI-5 See Topical Response: Fire/Evacuations regarding fire evacuation.

BI-6 See Response I-59 regarding fire protection benefits to the neighborhood.

BI-7 Horses are allowed on 1/3 acre lots per County zoning designations. In addition, as stated in Section 3.1.4 of the EIR, a 15,000 s.f. lot would be able to accommodate a home, horse stable, shade structure, and horse trailer parking while meeting the proposed setbacks. The lack of horses within your development may be due to its zoning regulations (check the animal designation in the zoning box).

BI-8 See Response K-26a with respect to unavoidable air quality impacts and Response AJ-29 with respect to VMTs.

BI-9 See Response K-26b with respect to Project alternatives with fewer residential units.

BI-10 See Response K-27 with respect to compliance with the 2016 Title 24 Energy Code.

BI-11 The comment requests denial of the Project based on concerns about the Project. The comment is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Norman Lesser <ndlesser@att.net>
Sent: Monday, June 15, 2015 1:53 PM
To: Ehsan, Beth; Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Subject: Edan Valley Valiano Project

Dear Ms. Ehsan:

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 Norman Lesser and I've lived at 2462 Live Oak Road in Edan Valley for 28 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 am taking the opportunity to provide my comments on the Draft EIR for this project with the expectation that the developer will seek to follow the vision of the General Plan and that of the Community.

Community and Land Use

- **General Plan Update:** In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.
- **Harmony Grove Village:** Then came New Urban West proposing a massive development **now selling homes.** We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. HGV has maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and suggest that creating a **General Plan** is a waste of time.
- **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.

Community Plan: Our community plan calls for a rural community with rural zoning and rural environment. With a community of higher density homes surrounded by home owners who

BJ-1 Introductory comment noted. . 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. Please see responses to specific comments, below.

BJ-2 This is a repeat of comment AD-2. See Response AD-2.

BJ-3 See Response AD-3 regarding Community Development Model. Please also see Response K-11b regarding variation in lot size in the vicinity of the Project.

BJ-4 This is a repeat of comment AD-4. See Response AD-4.

BJ-5 See Response U-2a regarding the semi-rural nature of the Project, as well as Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. Project conditions require a notice to future residents in proximity of off- and on-site large animals about the nature of the community, which may include other large animals besides horses. See Response AZ-2.

COMMENTS

RESPONSES

BJ-5 cont. have farm animals there will be complaints of fowl odors, flies, obnoxious noise from roosters, geese, peacocks and other assorted farm animals. This is the nature of a rural community that new home owners do not think about until after they have purchased their home.

- **The Fire Protection Plan (FPP):** Makes no mention of evacuating horse trailers and how that would impact evacuation. 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. There is only one way out of that valley: Country Club Drive towards Auto Park 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.
- 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 HGVS) 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
- **Evacuation concerns:** Consideration that 80% of the new home owners will have more than one vehicle, during an evacuation, home owners will be taking as many vehicles as possible and will exacerbate the congestion as everyone is leaving.
- 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.
- The intersection of Country Club and Auto Park Way (the main ingress and egress of the project) is already majorly congested. Even now, with HGVS 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 HGVS and Valiano go in? This is an unacceptable, unmitigated impact.
- 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.

BJ-12 My wife and I have enjoyed living on Live Oak Road for the past 28 years, however, the thought that over 1000 new homes could be coming into our HOOD will change the whole feel that we have enjoyed. The general Plan was put in place for a reason. People are elected to protect the environment. Please think about the greater good on Eden Valley and the impact this development will have.

Thank you for viewing my concerns about this DEIR.

Respectfully,

Norman Lesser
ndlesser@att.net

BJ-6 See Topical Response: Fire/Evacuations regarding evacuations, including large animal evacuations.

BJ-7 This is a repeat of comment AD-10. See Responses K-199 and AD-10.

BJ-8 See Topical Response: Fire/Evacuations regarding fire evacuation.

BJ-9 This is a repeat of comment AD-14. See Response AD-14

BJ-10 See Responses E-12 regarding proposed improvements to Country Club Drive and the intersection with Auto Park Way and K-167 regarding the analysis and mitigation of that intersection.

BJ-11 See Response I-61 regarding potential traffic impacts of the SPRINTER. Information was added to the EIR but the added information did not result important new information as defined by CEQA that would require recirculation of the EIR.

BJ-12 Your position regarding the negative effects of the Project is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project. Refer to the design features the Project has incorporated to retain the rural to semi-rural character of the area (Table 1-4 of the EIR). Regarding General Plan compliance, see Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

COMMENTS

RESPONSES

Ehsan, Beth

From: Shellie Marshburn <ladybugs1810@yahoo.com>
Sent: Monday, June 15, 2015 12:40 PM
To: Ehsan, Beth
Subject: VALIANO PDS2013-SP-13-001

VALIANO PDS2013-SP-13-001

Dear Ms. Ehsan:

BK-1 As a 31-year resident of Harmony Grove/Eden Valley, three of my top concerns related to the Valiano Project are: Water Shortage, the On-Site Water Treatment and Water Reclamation Facility (WTWRF), and the Fire Danger.

BK-2 WATER SHORTAGE:
As I walked through Harmony Grove Village this morning, I observed many acres of newly-planted landscaping, all of which will require extensive, daily irrigation. In the current state of drought, this is a serious concern. In addition to the large water demands of each new household (many of whom are unaware/unwilling to install native landscapes), there will be numerous backyard pools, grass lawns, and many more acres of landscaped greenways. All of this will only add to the demands on our vastly limited water supply in San Diego County. I find it unconscionable that this expansion of population is even being considered while at the very same time the current residents are required to rigorously cut back water usage to accommodate the severe drought. Again, the very legislative bodies entrusted to guide the populace through the challenges of an inescapable drought are considering a proposal that is so obviously ill-advised and counterintuitive, given the state of the limited supply of water to San Diego County.

BK-3 ON-SITE WATER TREATMENT AND WATER RECLAMATION FACILITY:
The proposed onsite Water Treatment and Water Reclamation Facility (WTWRF) is **unacceptable**. To think that in addition to permanently altering our rural lifestyle, those of us nearest the proposed WTWRF will have the *luxury* of being a neighbor to the processing of sewage from the new residents. To quote from the *Valiano Specific Plan, Page 6-11*, "Specific design measures will be required as conditions of the Wastewater Treatment and Water Reclamation Facility (WTWRF) Major Use Permit approval to **ensure that park users will not be affected by odors** caused by WTWRF operations." (emphasis mine) How thoughtful of the Valiano Project to voice concern over the potential park users' possible offense by the odors of the WTWRF, but no mention is made as to the adverse effects to the residents who will be exposed to the foul odors on a daily basis! As an up-wind neighbor of the WTWRF facility I cannot help but be concerned that my outdoors activities will be affected by the malodorous effects of the treatment of other people's sewage!! This is a most unpleasant and intolerable prospect. I would ask each of you if this would be an acceptable proposal for your own residence? I think not. As an avid gardener, I shudder to think what my outdoor activities would be like as I smell the wafting orders of processing sewage. I implore you to eliminate the possibility of the WTWRF and consider one of the other options.

BK-1 Introductory comment noted. See specific responses below.

BK-2 See Responses C-2, C-8, C-10 and K-99 for a comparison of proposed water usage to the historical baseline. Droughts are cyclical in nature, and, given the semi-arid nature of southern California, another drought is likely to occur. Therefore, the Project has been developed for both drought and non-drought conditions. For example, the Project's WTWRF would provide a sizable amount of recycled water to irrigate the Project site. Landscaping would consist of drought-tolerant vegetation where appropriate. In addition, as discussed under Response C-10, the existing agricultural use of the Project site used as much or more water than forecasted by the Proposed Project.

BK-3 The proposed WTWRF will be designed in accordance with County and industry standards to meet all applicable regulations related to odor. Process components are enclosed and will have similar odor control features as the Harmony Grove WTWRF currently under construction. The potential impact is adequately analyzed in Subsection 2.2.2.2 of the EIR. No changes to the EIR resulted from the comment.

COMMENTS

RESPONSES

FIRE DANGER:

BK-4

Wild fires in San Diego County are a constant threat and the Harmony Grove/Eden Valley area has been particularly hard hit over the years. Three major wild fires have occurred in this area in addition to numerous less serious fires. The October 1996 fire that burned 8,600 acres and destroyed 120 homes began in the Harmony Grove/Eden Valley vicinity. In the 2007 Witch Creek Fire one of the many fronts of the wildfire came through the Lake Hodges area into the southern portion of Harmony Grove/Eden Valley, resulting in a mandatory evacuation of the residents. Most recently, the Cocos Fire of May 2014 also led to an even more extensive evacuation of our Valley. Mandatory fire evacuations are terrifying and chaotic. In this valley, there are two methods of ingress and egress and there are **NO PLANS** to expand or improve this situation even with the huge increase to the population. It is inconceivable to me to imagine the impossible situation a fire would pose with the number of homes proposed by the Valiano project. The homes would be built on the western portion of the valley which is the furthest from the major tributaries in and out of the valley, which will greatly exacerbate any evacuation effort. In a mandatory evacuation scenario, the resulting panic and chaos creates a real possibility of further danger and even loss of life. The sheer number of emergency vehicles, news vehicles, helicopters, water bombers, all coming into an area as compact as Harmony Grove/Eden Valley creates real obstructions to the evacuating residents; and in this case, many large vehicles with trailers evacuating horses and other livestock. **I've endured two mandatory evacuations** and the terror is real. San Diegans know the reality of loss of life from wildfires. It is incumbent upon our legislators to **ensure to every citizen of this County that safety is a top priority.**

BK-5

In the 31 years I have been a resident of Harmony Grove/Eden Valley, I have witnessed the destruction of nearby native habitat through large development; i.e., Olivenhain, San Elijo Hills, and the current Harmony Grove Village. Once this native habitat is destroyed it cannot be replicated. The razed land is populated with private residences. UN-native habitats replace the chaparral and the wildlife is destroyed and lost forever. The once natural vistas are lost to urban sprawl. The proposed "gated community" is anathema to the low density, rural agricultural character of the valley. A "gated community" cannot be integrated into the current environment without totally disrupting the current atmosphere and rural texture. Please consider abiding by the current General Plan. Protect San Diego County's unique rural character.

BK-6

Sincerely,

Shellie Marshburn
2738 Harmony Heights Road
Escondido, CA 92029
ladybugs1810@yahoo.com
760-641-3369

BK-4

See Topical Response: Fire/Evacuations regarding fire evacuation.

BK-5

Comment noted. Your appreciation of native habitat and concern for its loss is understood. Habitat mitigation would be provided for Project impacts to biological resources pursuant to County and Resource Agencies requirements and the CEQA Mitigation Monitoring and Reporting Program (MMRP).

BK-6

The Project is not proposed to be a gated community. See Response U-2a regarding the semi-rural nature of the Project. Your position regarding the negative effects of the Project is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: William Masuen <wmasuen@sbcglobal.net>
Sent: Monday, June 15, 2015 10:46 AM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; 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 EIR

Dear Ms Ehsan:

Thank you for taking the time to review our many concerns regarding the Valiano EIR.

My name is Marilyn Masuen and I have lived at 1460 Romance Rd in Eden Valley for the past 20 years

BL-1

Fuel Modification Zone - I strongly object to this designation being placed on my property. Neighborhood 1 is at my back fence line. If the developer needs land for a fire clearance it should start at the property line and go south into Neighborhood 1. Not only does this seem like an illegal taking of all the property along Romance Road this greatly decreases the value of the homes due to loss of use of the full acreage.

BL-2

Density - The total project is not in compliance with the General Plan 2020. Neighborhood 1 has the highest density of homes in the entire project. Right now these homes are planned as closely grouped pod homes. This area of the project is the wrong place for these homes. The existing properties Neighborhood 1 backs onto all have livestock (horses & llamas). Since the developer wants the least amount of space between our homes and his pod homes, (thus taking our land for fuel modification) for the comfort of all concerned, new homeowners and present, the pod homes with small to no yards should be moved away from existing properties with livestock. Homes with horse lots would be a better placement in this area. The high density neighborhood could be placed west along the hills or in the middle of the project as in Harmony Grove Village.

Marilyn Masuen

BL-1

See Response I-49 regarding off-site fuel modification zones. The Project has changed since the circulation of the DEIR and there would not be any easement or designation required for off-site properties.

BL-2

The lots located next your residence would not be directly adjacent, as there would be an approximate 60-foot buffer between the end of the lot and the edge of your property. In addition, there would be a 15-foot setback from the edge of the lots to the residential units. Also see Response N-2b regarding the increased impacts that would result from placing higher density further west on the hillside.

COMMENTS

RESPONSES

Ehsan, Beth

From: William Masuen <wmasuen@sbcglobal.net>
Sent: Monday, June 15, 2015 1:39 PM
To: Ehsan, Beth
Cc: Sibbet, David; Blackson, Kristin; Wardlaw, Mark; 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 EIR

Dear Ms Ehsan:

Thank you for taking the time to review our many concerns regarding the Valiano EIR.

My name is William Masuen and I have lived at 1460 Romance Rd in Eden Valley for the past 20 years

When we first moved into the area Eden Valley road was a dirt road that during heavy rains was difficult to drive. Subsequently it was paved as part of the county Private Road Development. The cost to improve this road was added to our semi-annual taxes for all residents having property adjacent to Eden Valley road and four residents on Romance road. In addition, a road maintenance fee is also applied to our taxes each year. Whereas Valiano is planning on using Eden Valley Road as a primary entrance, the traffic and cost of maintenance on Eden Valley road will increase significantly. My understanding is that Valiano will not have any property adjacent to Eden Valley Road. How is the cost of maintaining this road going to be applied to the current residents who currently pay for maintaining this road?

William Masuen

BM-1

Since Eden Valley Lane would serve as an entrance to the Project site, the Valiano Project is conditioned to improve the road from Country Club Drive west to the Valiano entrance to meet Private Road Standards. As noted in the comment, Eden Valley Lane is a Permanent Road Division (PRD) road, meaning that the Special Districts section of the County Department of Public Works collects money from each parcel belonging to the PRD and uses those funds to maintain the road. Several parcels within the Project site currently belong to the PRD for Eden Valley Lane. When those parcels are subdivided, each new parcel created within the boundaries of the PRD is added to the PRD at the same tax rate as the existing parcels. The subdivided parcels added to the PRD would increase the funds available for maintenance of Eden Valley Lane and improve the County's ability to adequately maintain Eden Valley Lane.

COMMENTS

RESPONSES

Ehsan, Beth

From: William Masuen <wmasuen@sbcglobal.net>
Sent: Monday, June 15, 2015 2:14 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; 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 EIR.

Dear Ms Ehsan:

Thank you for taking the time to review our many concerns regarding the Valiano EIR.

BN-1

My name is William Masuen and I have lived at 1460 Romance Rd in Eden Valley for the past 20 years

Fire Modification Zone - I object to Valiano using the last fifty feet of my property to fulfill their Fire Modification Zone requirements. I paid for this property and they have no right to tell me what I can do with it. My property is terraced into four levels. That lowest section of the lot is covered by a large oak tree and is a beautiful shady place to sit and get away from the pressures of the day. Valiano is already going to ruin the peaceful nature of that spot by putting their high density pod homes within feet of my fence. In rainy years that portion of the property is also frequently occupied by a naturally flowing creek. That creek will not flow directly into the rear of the POD homes being built in that depressed area of the landscape. I wonder what the homeowners will think about having a creek run through their house when it rains. In addition I occasionally let my livestock into that area to eat the naturally occurring grass since the water level is just below the surface and that area frequently stays green well into the summer months. I would anticipate that homes built in that lowest level in the entire area will have significant water problems whenever we have a year with heavy rains. Aren't there federal regulations about blocking a naturally occurring stream?

BN-2

William Masuen

BN-1 See Response I-49 regarding off-site fuel modification zones.

BN-2 The comment states that the Project will place cluster homes within “feet” of Mr. Masuen’s property at 1460 Romance Road. The proposed lot immediately adjacent to Mr. Masuen’s property would be a landscaped HOA lot, and the closest proposed home to Mr. Masuen’s property would be approximately 81 feet from the southwest corner of his lot. The natural creek area immediately south of Mr. Masuen’s property would not be graded by the Project, and the cluster homes would be located on the hill to the southwest of his property out of danger of flooding. With respect to impact to naturally occurring streams, the Project complies with the County’s Resource Protection Ordinance for protection of wetlands and wetland buffers, and must obtain appropriate permits with the U.S. Army Corps of Engineers and California Department of Fish and Wildlife for impacts to waters under their jurisdiction.

COMMENTS

RESPONSES

Ehsan, Beth

From: William Masuen <wmasuen@sbcglobal.net>
Sent: Monday, June 15, 2015 2:43 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; 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 EIR

Dear Ms Ehsan:

Thank you for taking the time to review our many concerns regarding the Valiano EIR.

My name is William Masuen and I have lived at 1460 Romance Rd in Eden Valley for the past 20 years

Valiano has stated that there have been no fires in the area for 50 years. As you well know that is completely false. We have evacuated at least three times in recent years. Twice recently for the Cocos fire and on other occasions have had Cal Fire borate bombers dropping their loads at our rear fence line. The Cocos fire actually burned several feet inside our rear and side fence line. The fire burned part of the area where Valiano intends to build their high density POD houses. When the sheriff's office first told us to evacuate we had less than 30 minutes to get out and no fire was visible. Once the fire topped the hill the sheriff wanted us gone in five minutes. Fire engines had already entered the area and had backed into multiple residents driveways in order to keep the road clear for residents to get out. Due to the lay of the land smoke was hugging the ground and making it difficult to see to drive out. Smoke was so bad on Eden Valley we diverted to Calico and then Mount Whitney. Country Club was already clogged and numerous pickups with horse trailers were parked a mile away waiting to try to get past the police lines and help with evacuating their horses. We had to leave our livestock behind because there was no time to trailer them up and with the poor visibility and congested roadways we feared being trapped. The evacuation situation will become almost impossible with the addition of hundreds of additional homes trying to get out on roads that are already rated D and F rated . I am concerned for my safety and others if this project is approved at the densities proposed.

William Masuen

BO-1 Thank you for your comment; it resulted in clarifications in the FPP. See Response I-47 regarding fire evacuation and Response K-59 regarding treatment of the Cocos Fire in the FPP.

COMMENTS

RESPONSES

Ehsan, Beth

From: Frauntene McLarney <frauntene@gmail.com>
Sent: Sunday, June 14, 2015 4:03 PM
To: Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Sibbet, David
Cc: Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill;
Subject: Comments regarding Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Dear Planning and Development Services Staff,

BP-1 First, I want to thank you for presenting to our community regarding the Valiant project. The information and maps provided were helpful. Dave Sibbets has been especially helpful in providing guidance through this process. While this project is very upsetting to me on many levels, I have tried to keep my opinions and feelings in check.

BP-2 The first issue I have questions about is the traffic study. As has been noted, there was no consideration of any traffic going West, to the communities of Encinitas, Carlsbad and parts of San Marcos. Elfin Forest Road/Harmony Grove Road is a well travelled country road between Escondido and the coast. For any residents of Harmony Grove Village, or residents of petitioned communities around HGV, this road will be used frequently to gain access to the coastal beach communities and Interstate 5 as the most direct path. The traffic study portion of this EIR must consider the impacts to this county road. Furthermore, at the opposite end of this road lies San Elijo Hills, a planned community that is still in the buildout phase, with several new neighborhoods and a new elementary school under construction. Impact to this community and it's intersections will also be affected as this is where Harmony Grove Rd/Elfin Forest Road dumps out. Currently, the intersections of Elfin Forest Road in San Elijo Hills are already very congested due to poor planning of another developer years ago. These intersections also need to be included in the traffic study with regards to traffic moving Westward.

BP-3 Other issues which are equally disturbing with regards to the study are the evacuation implications in the event of a fire and also the fact that these studies are 3 years old or older. These issues have been brought up at length during the community meetings held in May and June.

BP-4 I would also like to address the fact that the developer has stated that their plan keeps inline with the community feel and equestrian community due to the inclusion of an agriculture preserve and lots large enough for animal keeping. The lot sizes stated of 1/4 to 1/3 of an acre are hardly large enough for animal keeping, especially within a planned community where lot lines are plotted to make the maximum use of space for housing. My neighbor has horses which are a good 100 yards away from my house, yet at times, I can smell the horse manure like it was right outside my backdoor. The developers plans for animal keeping lots are only within our community plan IF residents chose to keep animals. The lots as their are designed are not conducive to animal keeping and will result in one of two outcomes, either residents will chose to keep animals in less than ideal conditions making for a disharmonious community among their neighbors or, those potential buyers with animal knowledge will choose to purchase somewhere else that is a logical choice for animal keeping. In the DEIR I did not see any stipulation that those larger lots HAD to be purchased with intent to keep animals. If those lots are purchased by buyers who are just looking for larger lots for manicured landscape, then the developers plan does not fit within our community culture. I feel it is necessary to have some sort of stipulation

BP-1 Thank you for your introductory comments.

BP-2 See Response K-165 regarding traffic distribution onto Harmony Grove Road going west and Response AD-14 regarding the extent of traffic analysis. The Project would add fewer than 25 peak hour trips to Harmony Grove Road west of Country Club Drive, which has an estimated peak hour traffic volume of 840 trips (assuming a 10 percent peak hour traffic rate) for an approximately 3 percent increase. This increase would not require further analysis within the TIA and the Project would not result in significant direct or cumulative traffic impacts at the mentioned intersections of Elfin Forest in San Elijo Hills.

BP-3 See Topical Response: Fire/Evacuations regarding fire evacuation. The FPP has been updated.

BP-4 The County does not have a minimum lot size associated with the keeping of equine or market animals. However, it does provide for minimum setbacks as it relates to the home's front, side and rear yards. Neighborhood 3 and 5 setbacks are compliant with the County's setback requirements for equestrian, leisure and market animals. The Project has proposed a number of lots large enough to allow for the keeping of horses and other farm animals. The County does have the authority to allow for the keeping of large animals but does not have the authority to require said keeping. Although Neighborhoods 3 and 5 allow for equestrian lots, all neighborhoods allow for the keeping of animals including leisure and market animals. This is consistent with the policies of the EFHGCP in that the Valiano plan "encourages the keeping of equestrian and market animals."

COMMENTS

RESPONSES

BP-4 cont. requiring a certain amount of animal keeping or including lots that are actually large enough to house animals humanely and logically.

BP-5 The other concern I have with the DEIR is regarding the loss of 'Farmlands of Local Importance and Unique Farmlands'. The applicant states on page 2.3-37 of the DEIR that preserving these unique growing regions would make this development not economically feasible, and also states that losing these lands are significant. Their mitigation attempts in creating the agricultural preserve within the community is not viable. While it may create a scenario that gets them off the hook, it still does not take into account the loss of prime farmland and the opportunity lost for creating small scale vineyards, orchards or other types of agricultural use that would be consistent with our Community Plan.

BP-6 Having worked in agriculture for many years, I have seen first hand how maintaining a commercially viable agricultural crop does not coexist well with residential neighborhoods. I worked for the Paul Ecke Ranch for 10 years and watched as housing developments were put up around their property. Public concerns for our use of water, pesticides and fertilizers increased in relation to the number of houses surrounding the property. I feel this notion of having a productive agriculture preserve within a residential community is also ill-conceived. Residents might like it in theory, but once they see men in protective gear spraying pesticides, that will give way to concerns with public safety. In order for this preserve to mitigate any loss of Farmlands of Local Importance, I feel it necessary for the developer to provide evidence that these types of arrangements have succeeded elsewhere.

BP-7 I am also concerned with the statement that the HOA will be tasked with managing the agricultural preserve. HOAs are not typically staffed with farmers or arborists and their main objective is to keep their community looking cohesive and well groomed to keep property values up. I can not see how a HOA will be capable of managing an agricultural crop, and once again, without proper design, community buy-in and oversight, there is no guarantee that this agriculture preserve within the Valiano community will survive. This part of the developers plan needs to have proper planning, funding, set-backs and oversight in order to ensure it's success in order for it to qualify to fit within our community plan.

BP-8

BP-9 Bottomline, while the developer has altered their plan somewhat in order to try and pay lip service to our community plan within the counties General Plan, their attempts fall way short of providing a viable solution. I would like to see the county hold them accountable to their claims that this is viable, as well as require an updated traffic study that examines ALL routes in and out of the community.

BP-10

Thank you for your time and attention to these matters.

Frauntene McLarney, Chupacabra Farms
19928 Fortuna del Este
Elfin Forest, CA 92029
760-579-2993
frauntene@gmail.com

BP-5 The County appreciate the comment. The conclusion of significant agricultural impacts, along with the feasibility determination for mitigation through on-site preservation, are not associated with the Farmland of Local Importance and Unique Farmland designations. Rather, these determinations are based on effects to, and the availability of, important agricultural resources which are defined in the County Agricultural Guidelines. In addition, the proposed on-site agricultural easement (rather than "agricultural preserve") is not proposed as mitigation, but rather is a design feature to maintain elements of rural character in the vicinity and provide an agricultural/visual amenity for residents of the Project site and surrounding areas. See Responses I-69a and O-13 for additional information on the proposed on-site agricultural easement; and Responses K-20 through K-25 for additional information on proposed mitigation for Project-related agricultural impacts.

BP-6 See Responses I-69a and K-174e for information regarding potential interface conflicts between residential and agricultural land uses. As discussed in Subsection 2.3.2.3 of the EIR, nearby agricultural uses consist predominantly of orchards, which are considered generally compatible with residential uses, and the referenced analysis notes:

Because orchard operations typically do not entail substantial noise, dust, vector or chemical generation as compared to more intensive agricultural operations, they are considered generally compatible with most urban uses, and would not result in substantial conflicts with (or associated impacts to) the Proposed Project. The County Agricultural Guidelines (2007d) note that "...orchard crops such as avocados and citrus are often compatible with residential uses...a project proposed near but not adjacent to orchard crops, will not usually result in significant indirect impacts to these resources." The Project design also includes minimum lot sizes of approximately 12,000 s.f., in areas with nearby orchards that are set back 150 feet or more (refer to Figures 1-4 and 2.3-1a). The resulting buffer areas and relatively low-density development would provide opportunities to further reduce potential conflicts through measures such as structure location/orientation and screening (e.g., with landscaping). It should also be noted that: (1) the Project design includes a 35.4-acre agricultural easement in the northern portion of the site (refer to Figure 1-4) that would be maintained to ensure the availability and viability of this area for agricultural use...; and (2) transitional uses such as small orchards and gardens would be allowable within applicable individual residential lots on the proposed development (including lots in Neighborhoods 1, 2, 4 and 5 that are near the off site orchards), creating the potential for blending with and/or screening from larger off-site orchards. As a result of the described conditions, no significant effects related to interface conflicts to or from adjacent orchards would result from Project implementation.

COMMENTS

RESPONSES

- BP-6 cont. Section 2.3.5 of the EIR also notes that the Proposed Project includes a Design Feature related to the County Agricultural Enterprises and Consumer Information Ordinance (County Code Section 63.401 et seq.), which is intended to identify and limit the circumstances under which agricultural activities may constitute a nuisance. Specifically the Ordinance: (1) notes that agricultural uses may be converted to other uses or zones (whether or not the parcels are zoned for agricultural uses); (2) prohibits land use changes near existing agricultural uses that would result in existing agricultural uses to be deemed a nuisance; and (3) requires prospective property buyers (whether new sales or re-sales) to be notified that agricultural activities may occur in the vicinity, and that associated inconveniences, irritations or discomforts could potentially result. Based on these requirements, the Project Design Feature states that "...all prospective buyers of property (whether new sales or re-sales) within the Project site shall receive written notification regarding the potential occurrence of agricultural activities (and associated nuisance factors) in adjacent areas."
- BP-7 Thank you for your comment; it resulted in clarifications in the proposal. See Response I-69a for information regarding the nature, maintenance and potential agricultural uses related to the proposed on-site agricultural easement.
- BP-8 See Response I-69a regarding planning and oversight of the agricultural easement.
- BP-9 Your summary comment is noted and is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project. See responses to specific comments above.
- BP-10 All routes in and out of the community were considered for the traffic analysis; per County of San Diego traffic impact analysis guidelines, routes with at least 25 directional peak hour trips were included in the traffic analysis. Therefore, all applicable routes were analyzed and an updated traffic study for these routes are not warranted.

COMMENTS

RESPONSES

June 14, 2015

TO: San Diego County Planning and Development Services Staff

CC: San Diego County Board of Supervisors
San Diego County Planning Commission
San Dieguito Planning Group
Elfin Forest Town Council

RE: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

BQ-1

Having attended several meetings related to the proposed Valiano project, as well as reviewed the Draft EIR, there is no shortage of issues and negative impacts that have been overlooked, mischaracterized, and/or understated by the developer and/or the EIR. Because others in our community have been diligent in highlighting the most obvious problems associated with the project and shortcomings of the EIR, in this letter I wish to focus on issues that have received less attention.

PUBLIC SAFETY - BICYCLISTS

Elfin Forest and Harmony Grove roads are heavily traveled by cyclists as singles, small groups, and large groups. At times there are more than 100 cyclists riding in the corridor at a given moment. From a **safety** perspective, Elfin Forest and Harmony Grove roads are already quite dangerous for both bicyclists and motorists due to the lack of bike lanes for most of the duration of the corridor. There is literally no space to the right of the vehicle lanes for bikes for large stretches of this corridor. Bicyclists are forced to ride in vehicle lanes, which in turn forces motorists to swerve around them to pass. In order to provide the legally required minimum buffer of 3 feet, motorists are forced to swerve into oncoming traffic lanes to make a pass.

BQ-2

With the current volume of traffic and curvy nature of the road, it is already a problem and somewhat dangerous. With the added volume of cars on this road expected with the new developments, it's going to turn deadly. There will be fewer opportunities to pass safely, shorter intervals between oncoming cars, and drivers will inevitably begin making risky passes that endanger the cyclist, the motorist, and the drivers in the oncoming lanes.

TRAFFIC IMPACTS – BICYCLISTS

From a **traffic impacts** perspective, the bicyclist issue is going to create major congestion when combined with the increased traffic associated with the developments. Under current conditions and given the curvy nature of the road with many blind corners, drivers must practice patience and wait for an opportunity to pass a cyclist safely. This can create a bit of congestion and backup at times, especially when attempting to pass a group of riders. However, with current traffic volumes, it's manageable. As the volume of cars increases, the opportunities to pass safely diminish greatly, which will force motorists to sit behind cyclists who are often traveling at slow speeds of 10MPH or less along this stretch of road. This will create a lot more congestion – and is something that probably isn't factored into the developer's traffic models. It will also result in risky, dangerous passes (as noted above) due to motorists being frustrated/mad at being slowed to a crawl behind a bicyclist.

BQ-3

BQ-1 Introductory comment noted. Specific responses to your issues raised are below.

BQ-2 See Response K-165 regarding trip generation onto Harmony Grove Road and Response BF-2 regarding bicycle safety.

BQ-3 Per Table A, Harmony Grove Road west of Country Club Drive has 8,370 ADT. Assuming a typical 10 percent peak hour trip rate, this segment would have 837 trips during the peak hour. As discussed in Response K-218, the Proposed Project's peak hour traffic addition heading west on Harmony Grove Road past Country Club Drive would be 16 trips. An approximate addition of 16 trips to 837 trips would not be expected to make a manageable situation passing cyclists unmanageable. As further discussed in Response K-218, the 16 trips on this segment did not exceed County of San Diego traffic impact analysis guidelines for inclusion in the traffic modeling.

COMMENTS

RESPONSES

BQ-4 On a related note, my understanding is the traffic models used in the EIR suggest that very little of the trips associated with the proposed development will be heading west from the development along the Harmony Grove/Elfin Forest Road corridor. This is not a realistic assumption/finding. The fact of the matter is that residents of the proposed development who have destinations on the coast (where jobs, shopping and entertainment are plentiful) will find that the Harmony Grove/Elfin Forest Road corridor is generally more predictable and easier to navigate than the alternatives (Highway 78 or Del Dios Highway). Consequently, the Draft EIR understates to a substantial degree what the true traffic impacts will be along this corridor.

IMPACT OF PROPOSED DEVELOPMENT ON PRIVATELY MAINTAINED INFRASTRUCTURE

BQ-5 Most of the roads in Elfin Forest are private roads, meaning the cost of repairing and maintaining these roads is borne 100% by property owners who live on the roads. The County does not provide resources to help maintain these roads. As more vehicles are added to the Harmony Grove/Elfin Forest Road corridor due to the proposed developments in Harmony Grove, the amount of cut-through traffic on local private roads will escalate substantially, especially when drivers grow frustrated with the congestion they will experience on Elfin Forest Road for the reasons noted above. This will increase the wear and tear on local roads, requiring more frequent and more expensive repair costs for local property owners. The County imposes developer fees and other requirements to offset the impacts and additional costs of maintaining infrastructure due to a development. What about the impact of these developments to our private roads? What is our recourse? At minimum, if the project is approved, the Developer should be required to pay for a portion of the road maintenance costs or pay for the cost of gates to protect private roads from the impacts of these developments.

BQ-6 The list of issues noted above is not meant to be an exhaustive list of my concerns with the proposed development. Indeed, I could spend many more hours of my time and dozens more pages articulating my frustrations and concerns with the proposed project. It does not fit within the character of this community, and its negative impacts on public safety, fire risk, traffic, habitat, and rural quality of life will spread well beyond the boundaries of the development itself. It is unfortunate that the residents of Harmony Grove and Elfin Forest are compelled to spend hundreds of additional hours defending the community vision/plan that we so recently created – all because a single developer wants to profit at the expense of the community. The developer doesn't live in this community, will not have to endure the negative impacts of the project, and apparently has no respect for the community's voice since the proposed development is so out of step with the community plan. I truly hope that the County Planning and Development Services staff, and ultimately the County Board of Supervisors, do the right thing. Listen to the community -- to the residents and voters who live in Elfin Forest and Harmony Grove – and do not approve the Valiano development so long as it does not comply with the community plan.

Sincerely,

Timothy McLarney, Ph.D.
 Resident, Elfin Forest
 19928 Fortuna del Este
 Elfin Forest, CA 92029

BQ-4 It is agreed that commuters to Encinitas and Carlsbad would likely choose to travel to/from the west on Harmony Grove Road/Elfin Forest Road; however, trips destined to businesses, commercial centers, or other land uses in San Marcos, Vista, Oceanside, north Carlsbad, and north on I-5 would use SR 78 to reach their destination. Trips to coastal cities and other neighborhoods near or south of SR 56 (Solana Beach, Del Mar, La Jolla) are more likely to use I-15 to reach their destination. See Responses K-165 and K-218 for information on the accuracy of how the traffic models accounted for trips heading west.

BQ-5 The Project would take access from Country Club Drive through Mt. Whitney Road and Eden Valley Lane. The Project would be required to improve these roads to meet County of San Diego Private Road Standards. Mount Whitney Road is a PRD road from roughly the eastern boundary of Neighborhood 1 to Country Club Drive. The remaining portion of Mount Whitney Road is a private road. Eden Valley Lane is a PRD road from Neighborhood 3 to Country Club Drive. As stated in Response BM-1, several existing parcels within the Project site belong to the Eden Valley Lane PRD, and when those parcels are subdivided, the newly created parcels are added to the Eden Valley Lane PRD. In the same way, when existing parcels that belong to the Mount Whitney Road PRD are subdivided, those newly created parcels are added to the Mount Whitney Road PRD. The payments from the new parcels will increase the funds available for maintenance of Eden Valley Lane and Mount Whitney Road. The Project will also be conditioned to enter into a Private Road Maintenance Agreement for the portion of Mount Whitney Road from the Project's primary access point to the start of the PRD. The Project will also be improving a portion of Hill Valley Drive as an emergency access route to the Project, and will be conditioned to enter into a Private Road Maintenance Agreement for the private portion of Hill Valley Drive. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Improvements for Hill Valley Drive as an alternative access road are listed in Subsection 2.8.2.10 of the EIR. The commenter also suggests that increased traffic on Harmony Grove Road/Elfin Forest Road will lead to cut-through traffic on private roads in Elfin Forest; however, the commenter is not specific about which private roads he believes would be affected. As stated in Responses K-163 and K-165, the Project is not expected to contribute significant traffic to westbound Harmony Grove Road/Elfin Forest Road; therefore, the Project would not generate significant cut-through traffic on private roads in that area.

BQ-6 Your position regarding the negative effects of the Project and the developer's lack of respect for the community is hereby included as part of the record. Your request for the decision-makers to deny the Project

COMMENTS

RESPONSES

BQ-6
cont. also is hereby made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Valiano Draft Environmental Impact Report

PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575
 PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

BR-1 Because the developer is requesting a much higher density, than currently allowed, this development has many flaws that will have a negative effect on existing property owners as well as the future owners of houses in the Valiano project.

BR-2 Most San Diego residents are familiar with the horror of the 2014 Cocos Fire but adding over 326 homes in Eden Valley to the approximately 80 existing homes is very frightening considering the significant lack of evacuation routes should another fire, or natural disaster, occur.

BR-3 As a property owner with over 300' of frontage along Country Club Drive, I am quite aware of the traffic impacts a housing development of this magnitude will contribute, such as noise, pollution, safety for walkers, bike and horse riders. Country Club Drive is often a route used for cycling events such as the recent Belgian Waffle race with over 950 participants.

BR-4 The above mentioned concerns, safety for residents, existing and future, in case of wildfires and major traffic related impacts cannot be mitigated satisfactorily nor is it the duty or responsibility of existing homeowners to bear the consequences because a developer desires a greater profit.

BR-5 Equally unacceptable is the plan for Neighborhood 5. The proposed location for a sewer treatment plant, visible to existing home owners as well as anyone traveling along the main road in the valley, contradicts the idea of blending into the existing landscape. When asked why the sewer treatment plant couldn't, actually shouldn't, be located within the larger development, the developer's representatives response was that Neighborhood 5 is at a lower elevation which is required for flow. I do not have the expertise to refute or confirm that information. However, I believe the decision is more about the expense involved and perhaps as importantly, not wanting the facility in the midst of the larger development because potential home buyers might find it offensive.

BR-6 The technology certainly exists, perhaps at a higher cost, to use some type of pumping system. When Hidden Hills, on the ridge to the east of Country Club Drive, was built in the late 1980s the sewer line was brought down to a pump station at the base of the western edge of the homes and then pumped UP to the main sewer line located on Kauana Loa Drive. The Harmony Grove Village being built by Standard Pacific, which abuts the Valiano project to the south, is building their sewer plant well above the majority of their development.

Sincerely,
 Diane McMillen
 1498 Country Club Drive
 Escondido, CA 92029

BR-1 Comment noted. See Response G-6 regarding the proposed density.

BR-2 See Topical Response: Fire/Evacuations regarding fire evacuation.

BR-3 Regarding traffic noise impacts to off-site residences, see Response K-139.

Subchapter 2.2 of the EIR discussed traffic impacts to air quality and determined that traffic-related CO concentrations and direct operational impacts were less than significant. Project-related operations, including traffic, would result in a net increase of criteria pollutants, which would result in a cumulatively considerable contribution in criteria pollutants to regional air quality. Project design features such as electric vehicle charging stations would encourage the use of vehicles that emit less pollution.

Subsection 2.8.2.8 of the EIR discusses traffic hazards to pedestrians, bicyclists, and equestrians, and the Project was determined to have a less than significant impact. The Project would provide a public multi-use trails for pedestrians, bicyclists, and equestrians. In addition, a decomposed granite (DG) pathway would be installed in the portions of Country Club Drive abutting the Project site.

BR-4 See Topical Response: Fire/Evacuations regarding wildfire safety. See Response BR-3 regarding the traffic-related impact concerns.

BR-5 Project impacts and mitigation to lessen or avoid potentially significant impacts are the responsibility of the developer and are implemented with County governance, as discussed throughout the EIR.

BR-6 Your comment addresses residential viewers as well as viewers from Country Club Drive. Your home is oriented toward Neighborhood 5, but views appear to be largely obscured by the amount of mature trees on your lot. Consistent with your comment, and as stated in the EIR, the proposed WTWRF would be adjacent to the most-heavily traveled roadway in the immediate vicinity (Country Club Drive). See Response U-2a regarding potential WTWRF design features and general consistency with agribusiness view elements. If this Project is approved with the on-site WTWRF sewage treatment scenario, its small footprint (a total of 0.4 acre, or approximately 30,500 square feet total with approximately

COMMENTS

RESPONSES

BR-6
cont.

half of that in ground level parking area), and the proposed landscape screening, the view from Country Club Drive would retain its important visual elements and the impact would be less than significant (see the EIR, Subsection 2.1.2 1).

In addition, the WTWRF location maximizes gravity flow from the Project resulting in energy savings (less sewer pumping) and more reliable operations. The southerly location would allow for the recycled water supply from the WTWRF to be efficiently interconnected with the Harmony Grove Village recycled water system and to simplify operations by the County. The close proximity of the Project WTWRF with the Harmony Grove Village WTWRF also provides for operational efficiencies for the County.

COMMENTS

RESPONSES

From: mcsparrow@sbcglobal.net
To: [Ehsan, Beth](#)
Subject: Re: Valiano Specific Plan PDS2013-SP-13-001 Notice of Public Review
Date: Monday, June 15, 2015 9:22:36 PM

Dear Ms. Ehsan

Good evening and thank you once again for the opportunity to give input to this plan which is so important to Eden Valley and the residents of Eden Valley. I'm aware of the tremendous amount of work you and your fellow staff members have put into the plan to date, as well as the public meetings you have arranged and the frustrations those meetings must create, and I thank you for that as well. I am Andrew McSparron, and I am the property owner and live at 1021 Country Club Drive, Escondido.

BS-1

What I really feel like doing is pointing out the fact that my wife's family built the home we live in in 1969 and my wife and I have lived here with our family since 1981. Our fourth generation is now living here since our daughter, her husband, and their three children decided it was the place for them to raise their family. We quite simply don't want the rural nature of our valley to be destroyed. I just had to start off with that statement even though I realize the developers couldn't care less about the valley and the county's hands are tied by law, policy, regulation, and politics. That being said I have three area of the EIR that I feel are of utmost importance that I don't believe are being properly addressed.

BS-2

The first area of concern is flood waters, storm runoff, containment and dispersal. I met personally with the Valiano engineer who was addressing the hydrodynamics of the valley. I took him to the bottom part of my property which is near the north central part of the Valiano project in a low lying area. I told him about storms, runoff and flooding that we have incurred since 1981, and I got the impression that he just didn't realize that tremendous amounts of water have gone through this valley in the 35 years that I have lived here. That period doesn't include a 100 year or even a 50 year flood. I have attached photographs from 1992/93, 2003, and 2010. In the 1992/93 photo you can see the water flooding down our easement road and a neighbor's truck stuck in a sinkhole which developed. In the other photos you can see the amount of water that had collected through the valley west of Country Club Dr. Those photos were taken during El Nino years, but were far from something which would actually be considered a flood year. Unfortunately I was unable to locate any photos from 1982, but I can tell you our easement road turned into a raging river which carved out a 6 foot wide, 6 foot deep, 100 yard long crevice in the middle of the road. We were unable to leave our house for 3 or 4 days and then had to walk out to Country Club Dr for the next 6 weeks until we could make repairs to the road. Fortunately we had the foresight to park our vehicles out near Country Club Dr. A few holding ponds scattered throughout the development are not going to properly hold the amount of water which can come through this area during years when we get 20+ inches of rain in a relatively short period of time.

BS-3

The second area of concern for me is wildfires and the ability to evacuate quickly and safely with 1,000 more homes in the general area then are currently there. In May of 2014 we evacuated twice. The speed of the Cocos fire which came from the west and blew along with the predominant wind, downhill, was unheard of according to fire authorities which we talked to after the fact. Country Club Drive is a narrow road with vegetation and trees, homes and developments along it. Parts of it are too narrow even now for a fire vehicle and a truck and horse trailer or RV going opposite directions to safely pass each other. The width doesn't permit a civilian vehicle to pull to the side and allow emergency vehicles to pass. We live on a dirt easement road and during the last fire it was difficult to access Country Club Dr because of the amount of traffic trying to flee the area. I can't begin to imagine the havoc that the 700 approved homes south of Eden Valley and then an additional 300+ homes would create during an emergency evacuation of any sort. I don't believe adequate measures or thought have gone into the subject of emergency evacuation.

BS-4

The final area I will bring up is the impact of day to day traffic. Once again I will mention that Country Club Dr is a narrow roadway which, in some places, isn't wide enough for two large vehicles going in opposing directions to safely pass. The traffic surveys which have been completed to date do not take into consideration the additional

BS-5

700+ homes which are now being built south of Eden Valley. I have been told that the traffic counts were

BS-6

conducted on days which were specifically chosen to be light traffic days, such as holidays, not reflecting the actual average daily flow. I understand that much of Harmony Village traffic is supposed to exit to the east, but no matter what the developers say, the simple fact of the matter is that most of the traffic from the entire area is going to go

BS-1

Thank you for your introductory comments. Although if approved, additional homes would be built, the EIR has evaluated the community character and determined that the rural to semirural character of the surrounding area would be maintained through Project design features including the 35.4-acre agricultural easement, 149.4 total acres of open space, visual screening, and retention or incorporation of equestrian elements, including bridle trails along Project roads.

BS-2

The Project's storm drain system has been designed per County standards so that post-Project discharges would not exceed pre-Project levels. Detention basins have been provided within the Project to match existing discharges for both the 100-year peak storm event and the range of storm events which are significant for hydromodification, including rain events of the scale mentioned in the comment from 1992/93, 2003, and 2010. These analyses are found in the Subsection 3.1.3.2 and Appendix M of the EIR. See also Response AZ-28 regarding liquefaction and Response Q-2 regarding water quality.

BS-3

Access to Country Club Drive from your private dirt road access road is a private matter. A majority of the roads that access onto Country Club Drive are paved. The County will maintain the public road area within the County controlled ROW along Country Club Drive. The dirt easements/roads are private and maintenance is the responsibility of the property owners that have access/easement rights. Country Club Drive would operate an acceptable LOS in the Existing plus Project conditions. During an emergency, emergency personnel would be advising residents on evacuation routes and directing traffic along Country Club Drive. See Topical Response: Fire/Evacuations regarding fire evacuation. The Country Club Drive conditions are safe according to County standards.

BS-4

Country Club Drive is at least 24-foot wide along the entire length. This is enough width for the vehicles to pass each other. The Project is providing dedicated left-turns lanes at four locations along Country Club Drive, including Mount Whitney Road and Eden Valley Lane.

COMMENTS

RESPONSES

- BS-5 The traffic generated by the Harmony Grove Village project was included as part of the baseline traffic analysis, as discussed in Section 3.3.1 of the traffic impact analysis. Consistent with industry standards of practice, existing traffic volumes were manually collected during the mid-week on a Tuesday, Wednesday or Thursday while schools were in session. No counts were conducted on holidays.
- BS-6 Approximately 72 percent of Project traffic was forecasted to travel along the northern section of Country Club Drive in the TIA (Appendix H of the EIR). While it is agreed that the majority of Project trips would travel to/from the north along Country Club Drive, trips destined to Encinitas, I-15 south, major commercial shopping areas in Escondido, and industrial zones to the east would utilize other routes such as Harmony Grove Village Parkway, Kauana Loa Drive, and Harmony Grove Road. The approved Harmony Grove Village Traffic Study forecasted 25 percent of traffic on Country Club Drive, 8 percent on Harmony Grove Road to the west and 15 percent on Valley Parkway toward I-15.

COMMENTS

RESPONSES

BS-6 cont. north along Country Club Dr. That is where the freeways are. That is where Costco, Walmart and restaurants are. That is where employment is. And that is where the traffic is going to go. I don't need a survey to tell me that, and everyone who lives in the area knows that. I would say that 80% of the time I exit my road and go north on Country Club Dr. During the last meeting at the fire station, someone mentioned a concern about being able to access their road because of traffic. The response was that left turn pockets could possibly assist with that. Country Club Dr is too narrow for left turn pockets and the county would probably have to exercise eminent domain to obtain enough width to widen it to that extent. I question whether or not the county can do that as the road abuts city of Escondido homes along part of the east side. The intersection of Country Club Dr and Auto Parkway is going to become a nightmare that cannot be fixed. It doesn't matter what you do to the traffic signal at that intersection, it won't work, and travel will be impossible, particularly during the morning and evening commute hours.

BS-7

BS-8

BS-9 Despite my comments in the second paragraph, I understand that progress is inevitable and Eden Valley will be developed now or in the foreseeable future. I am not opposed to a property owner developing his property. I have to follow the rules, regulations and plans that have been adopted by the county if I want to improve my property and it seems to me that developers should have to follow the same rules, regulations and plans. I ask that the Community Plan and the General Plan which was approved by and adopted by the County not be modified and that Valiano only be allowed to build a community which falls within that plan.

Thank you for your time, Andrew McSparron

BS-7 The proposed left-turn pockets along Country Club at each of the four access points (including onto Eden Valley Lane and Mount Whitney Road) would be provided within the existing public right-of-way or within the property of the Proposed Project. No eminent domain is necessary to accommodate these improvements.

BS-8 See Response E-12 regarding proposed improvements to Country Club Drive and the added improvement at the intersection with Auto Park Way and Response K-167 regarding the analysis and mitigation of the new improvement intersection.

BS-9 Your request to keep the existing General Plan without modification is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES



COMMENTS

RESPONSES



COMMENTS

RESPONSES



COMMENTS

RESPONSES

Ehsan, Beth

From: Patrick Molenaar <pmolenaar@yahoo.com>
Sent: Monday, June 15, 2015 4:01 PM
To: Ehsan, Beth
Subject: Please save Harmony Grove From Valiano

Dear Ms. Eshan,

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 Patrick Molenaar and my mom has lived at 2897 Cordrey Dr in Harmony Grove for over 30 years. It is located at the end of Country club next to the proposed Valiano project. I grew up there and now I live down the street at 9115 Harmony Grove Rd for nine 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.

The road can not sustain anymore traffic. There were a couple hundred cars a week at best prior to San Elijo Hills being built. Now there are over 6000 cars a day. There are many accidents weekly. There have been 3 deaths about 200 feet from my drive way in the nine years since I moved there and dozens more h out death.

I have experienced numerous cars in my lanes coming head on towards my family and had to leave the road to avoid collision.

I have been to evacuate my mom from her home during many fires over the years. Even before San Elijo Hills. It's always been a problem getting out due to congestion.

With Valiano and Harmony Grove Village it will be a death trap.

Please do what you can to reject this project as proposed.

Thank you,

Patrick Molenaar

BT-1 Introductory comment noted. This comment indicates that the Project would threaten to destroy the community (character) and 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. Please see responses to specific comments, below.

BT-2 It is unclear which roadway the commenter is referencing. Assuming the discussion is of Country Club Drive, the scenarios in the TIA (Appendix H of the Final EIR) and EIR adequately evaluate traffic conditions under near-term and long-term conditions per County Report Requirements. The Project will improve the intersection at Auto Park Way and Country Club Drive traveling west of the intersection with connected sidewalks, an additional left turn pocket on Country Club Drive, adding a right turn pocket (through restriping) on Auto Park Way traveling west onto Country Club Drive, and widening Country Club Drive to provide a paved width of 36 feet consisting of two travel lanes and a 10-foot striped center turn lane starting 220 feet southwest of Auto Park Way for a length of approximately 830 feet. The Project would also provide left-turn pockets onto Project access roads at Eden Valley Lane, Mount Whitney Road, and the two future access driveways. If the comment refers to Harmony Grove Road, refer to comment K-165 for why the Project would add a very small percentage of trips to Harmony Grove Road westbound.

BT-3 See Topical Response: Fire/Evacuations regarding wildfire evacuation.

BT-4 The comment expresses the opinions of the commenter. The comment is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: bilmar1999-basic@yahoo.com
Sent: Monday, June 15, 2015 3:04 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa
Subject: Valiano Draft EIR

- Dave Sibbets: David.Sibbet@sdcounty.ca.gov • Beth Ehsan (assigned planner): Beth.Ehsan@sdcounty.ca.gov
• Maggie Loy: Maggie.Loy@sdcounty.ca.gov • Kristin Blackson: Kristin.Blackson@sdcounty.ca.gov • Mark Wardlaw (Director of PDS): Mark.Wardlaw@sdcounty.ca.gov • If by mail: 5510 Overland Avenue #110 & 310, San Diego, CA 92123
cc: County Planning Commission:
• Lisa.Fitzpatrick@sdcounty.ca.gov
• If by mail: County of San Diego, Planning & Development Services, 5510 Overland Avenue, Suite 110San Diego, CA 92123
cc: Board of Supervisors:
• greg.cox@sdcounty.ca.gov,
• dianne.jacob@sdcounty.ca.gov,
• dave.roberts@sdcounty.ca.gov
• ron-roberts@sdcounty.ca.gov
• bill.horn@sdcounty.ca.gov
• if by mail: 1600 Pacific Hwy #335, San Diego, CA 92101 • phone: (619) 531-5600
cc: San Dieguito Planning Group
• Bruce Liska: bruce.bettyliska@gmail.com • Doug Dill: douglas.dill@att.net

Dear Ms. Ehsan:

- BU-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 we appreciate that you are giving it the due diligence it deserves. My name is Bill Morgan and I've lived on 2472 Live Oak Road in Eden Valley for 12 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.
BU-2 While there are many issues with the Valiano development as it has been proposed, I am particularly concerned with what I will call uncompensated impacts. By this, I mean impacts that occur after the fact that bear cost. Usually these costs are passed on the city, county or state where the project was constructed.
BU-3 In my opinion, after reviewing the proposed Valiano project documents, the area of most concern is in traffic flow. The intersection of Country Club and Autopark Way (the main ingress and egress of the project) is already significantly 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? The traffic study doesn't reflect that correctly. This is an unacceptable, unmitigated impact.
BU-4 There are several other traffic related issues due to the Valiano project:

- BU-1 Introductory comment noted. 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. Please see responses to specific comments, below.
BU-2 The EIR analyzed Project impacts with consideration of future impacts. Where impacts would be potentially significant, mitigation has been proposed that would reduce such impacts. See specific responses to your comments below.
BU-3 Thank you for your comment; it resulted in Project changes and additional mitigation for the northern segment of Country Club Drive and its intersection with Auto Parkway. 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.
BU-4 See Response E-15 regarding the treatment of Citracado Parkway in the Project TIA.

COMMENTS

RESPONSES

BU-4 cont. []

- Citracado Parkway has not been funded yet and there is no indication as to when it might come online.
- 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.

BU-5 []

- 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.

BU-6 []

- 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.

BU-7 []

BU-8 [] Without better planning upfront, it is likely all of these issues won't be fully understood until after the Valiano project is complete. At that point, these become uncompensated costs which will likely be borne by the city, county and state. I don't think that is what the taxpayers are expecting of this project.

BU-9 [] There are many other issues with the Valiano plan starting with the fact it bypasses the current GP Update, the agreements made to accommodate the Harmony Grove Village development, and the community plan outlined for this area.

BU-10 [] I am a resident of this community and not opposed to development, provided it is within the scope of agreements made with our community. The Valiano Project is clearly not, and I am strongly opposed to it as it is currently proposed.

Very Best Regards,

Bill Morgan
 2472 Live Oak Road
 Escondido, CA
 (760) 839-0202

BU-5 See Response I-61 regarding SPRINTER impacts.

BU-6 See Response K-165 regarding trip distribution onto westbound Harmony Grove Road/Elfin Forest Road, and Response AD-14 regarding the extent of traffic analysis

BU-7 See Response AD-18 regarding sight distance at the mentioned intersections.

BU-8 As stated in Response BU-2, the EIR analyzed all Project impacts. Mitigation is proposed both for direct and cumulative impacts; including payment of TIF to mitigate for cumulative traffic impacts.

BU-9 See Responses AD-2 and AD-3 regarding the Project proposal of a GPA and community input. See also Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the San Dieguito Community Plan and Appendix A (the EFHGCP).

BU-10 The comment expresses the opinions of the commenter. Your opposition to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Richard Murphy <rpm10@att.net>
Sent: Monday, May 25, 2015 10:50 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A
Subject: Re: Valiano D-EIR review

Dear Beth,

BV-1 Thank you for clarifying that the developer is seeking to have the County waive its requirement to comply with the state emissions regulations and is asking the county taxpayers assume the responsibility and cost of doing so. The statement "...there are no feasible mitigation measures to reduce the Project's contribution to a less than considerable level" is clearly incorrect. California has led the world in reducing emissions since at least the 1970s. There are decades of proven strategies to reduce emissions and the developer could implement a project that would reduce emissions in an equal amount to that which the project exceeds the regulated maximum. The example I mentioned previously would be relatively simple to implement but there are other ways to achieve the same goal. Given that their proposed solution is inadequate, by their own admission, suggest maximizing profits by shifting, as much of the true cost of the proposed development to the taxpayers is the real aim.

BV-2 I think the your analysis of the causes of sprawl misses 2 important facts. The distorting impacts the subsidies that developers have been able to obtain from the County, such as the one being sought above, have had on the nature and locations of development. Clearly the Valiano proposal would look very different if the developer did not expect the County to subsidize their project. Another very good example of this type of subsidy is the fire station in Harmony Grove Village. The County taxpayers will be paying well over a million dollars a year, as the developer for that project was able to negotiate lower fire fees than is needed to fund the station. Second, the just completed General Plan if followed would prevent the very type of urban sprawl you refer. One of the major goals of the 2020 planning process, as I understood it, was to reduce urban sprawl and the undue burden on taxpayers it causes.

BV-3

BV-4 The one question you did not address from my previous email was explaining the process by which the county ensures compliance to the state air quality regulation(s) addressed in the D-EIR. I would still like to better understand it as it may alleviate some of my concerns.

Thank you again,

Richard Murphy

On May 20, 2015, at 3:40 PM, Ehsan, Beth <Beth.Ehsan@sdcounty.ca.gov> wrote:

Hello Mr. Murphy,
Here is some detailed information regarding the criteria pollutant impact:

The Proposed Project would not result in direct exceedances of any criteria pollutant during construction or operation (see Tables 2.2-6 through 2.2-14). As discussed in Section 2.2.2.3 of the Draft EIR, the San Diego

BV-1 The County respectfully disagrees that the developer is seeking to have the County waive its requirements to comply with state emission regulations. In fact, as described in the Air Quality Analysis Report (Appendix C) and in the EIR (Subchapter 2.2) design measures have been incorporated into the Proposed Project to reduce air quality emissions during construction and operational phases. Design features are listed in the EIR, Table 1-4. Construction design features reduce dust and exhaust emissions. The construction-related emissions of criteria air pollutants would be reduced to a less than significant level. With incorporation of operational-related design features, "emissions of criteria pollutants during operation for the Project at buildout would not exceed the daily significance thresholds, and no CO hot spots would occur." The comment that additional mitigation should be included to achieve a project with a no net increase in emissions to reduce its contribution to a cumulative impact with regards to criteria air pollutants is not applicable.

As described above, both construction and operational air quality emissions would be below adopted San Diego County significance guidelines. The significance guidelines are developed for the purpose of complying with California Ambient Air Quality Standards and National Ambient Air Quality Standards. However, compliance with Regional Standards would require the Board of Supervisors to adopt the Project's General Plan Amendment and include the Project in the regional planning forecasts.

BV-2 This comment is not under the breadth of CEQA. In addition, this comment lacks factual basis. These statements are unsubstantiated and are not addressed further because they do not raise an environmental issue with respect to the EIR analysis. With regards to air quality emission, all applicable emissions reduction measures have been incorporated into conditions placed on the Project. The Project would be required to implement mitigation measures based on applicable standards of significance. Also see the Response BW-1 below with regards to additional mitigation programs.

BV-3 Comment noted. The principles and policies of the General Plan are intended to reduce urban sprawl. The EIR (various sections) analyzed the applicable principles and policies related to the Project's impact on the physical environment, including impacts associated with vehicle travel

COMMENTS

RESPONSES

BV-3 cont. and land use development at the Proposed Project site. The location of the Project adjacent and within other developed areas is a good example of reduction of urban sprawl. Although financial considerations are not strictly a CEQA concern, it can be said that locating the Project within an area already developed would eliminate costs associated with construction of new utilities and services in an area that is currently pristine in nature.

BV-4 The comment requests explanation of the County process for ensuring compliance with the State's statewide regulations. The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan in the SDAB for attainment and maintenance of the state and federal ambient air quality standards. The San Diego County Regional Air Quality Strategy (RAQS), developed by the SDAPCD, is submitted to the California Air Resources Board (CARB), for input into the statewide implementation plan (SIP) for attainment of air quality standards.

The RAQS includes control measures to reduce regional emissions of ozone precursor pollutants, including volatile organic compounds and nitrogen oxides. The RAQS relies on information from CARB and SANDAG, including information regarding projected growth in the County to predict future emissions and determine the appropriate strategies necessary for the reduction of air pollutant emissions through regulatory controls. SANDAG growth projections are based in part on land use plans developed by local cities as well as the County's General Plan. For that reason, it is important for SANDAG to include accurate projections of proposed growth in the County, particularly for projects that exceed the growth projected in the County's General Plan, so that the SDAPCD can effectively regulate air quality on a regional level. For discretionary projects, the County enforces any mitigation measures and project design features that a project must implement to mitigate air quality impacts (see also Response K-15). Thus, the inclusion of Mitigation Measure M-AQ-1 ensures that any revisions to the population and employment projections used in updating the RAQS and SIP would accurately reflect anticipated growth due to the Project.

Air Basin has been designated as a federal nonattainment area for ozone, and a state nonattainment area for ozone, PM10 and PM2.5; therefore, a regional cumulative impact currently exists for ozone precursors and PM10 and PM2.5. Although Proposed Project emissions for all criteria pollutants would be below the significance threshold, it is possible that construction associated with several other projects in the general vicinity of the Proposed Project would occur at the same time, and cumulative construction projects would result in a significant cumulative impact for VOC, NOX, PM10 and PM2.5. The Proposed Project would result in a cumulatively considerable net increase in criteria pollutants during construction and impacts would be significant.

In addition to the Proposed Project, there are 41 cumulative projects expected to contribute to the overall growth within the five mile buffer area (LLG 2015). The current General Plan designations on the Project site are SR-1 and SR-2, and the Regional Category is Semi Rural. Under the current General Plan, a maximum of 118 residences are permitted (at a minimum of one acre lot sizes). Applying the average trip rate from the Traffic Impact Analysis, (11.3 trips per du), approximately 1,334 ADT would be generated by the existing zoning. The proposed 334 residences associated with the Project would generate approximately 3,786 ADT, for a net increase from the current zoning of 2,452 ADT. To estimate emissions associated with Project generated traffic, the CalEEMod model was used to determine the net increase in criteria pollutants. Table 2.2-15 in the Draft EIR presents a summary of the net increases in criteria pollutants, which shows that the Proposed Project would cumulatively contribute to the regional air quality. Based on the analysis presented in Section 2.2.2.1, the Proposed Project would be inconsistent with the RAQS and SIP. As a result, there is a significant cumulative operational criteria air quality impact and the Project's contribution to the significant cumulative air quality impact would be considerable.

The Proposed Project has been designed to include electric vehicle charging stations, efficiency measures to reduce energy and water consumption, and exceed the 2008 Title 24 standards by 15 percent. These Project Design Features have reduced the Proposed Project's daily emissions; however, because the Proposed Project would be inconsistent with the RAQS and SIP, short of reducing the Project size, there are no feasible mitigation measures to reduce the Project's contribution to a less than considerable level. Accordingly, these impacts would remain significant and unmitigated.

Your suggestions for off-site mitigation were interesting. That is not currently an approach that we use for air quality impacts. There's such a thing as carbon credits / carbon trading, but I'm not aware of such a system for criteria pollutants. The project does have to purchase biological mitigation off-site, so you could consider the biological mitigation area as fitting your suggestion to buy land that would otherwise be developed to prevent ozone from being introduced to the County. But the catch is that the displaced homes would likely end up getting built somewhere else and if they were farther out, that would increase vehicle miles travelled, thus increasing pollution. And keep in mind that no matter what this project does for mitigation there would still be a cumulative impact because they can't mitigate for the other 41 projects that contribute to the impact.

Let me know if you have further questions.

Thanks,
Beth

Beth Ehsan
Planning & Development Services
858-694-3103

-----Original Message-----

From: Sibbet, David
Sent: Tuesday, May 19, 2015 3:04 PM
To: Richard Murphy

COMMENTS

RESPONSES

Cc: Ehsan, Beth
Subject: RE: Valiano D-EIR review

Richard;
Your welcome and thanks for understanding. We are working on a response, but even a quick response is complicated. We should be able to get back to you by the end of the week.
Thanks

David Sibbet, Planning Manager
COUNTY OF SAN DIEGO, Planning and Development Services Office (858) 694-3091

-----Original Message-----
From: Richard Murphy [mailto:rpm10@att.net]
Sent: Monday, May 18, 2015 11:13 PM
To: Sibbet, David
Subject: Valiano D-EIR review

Dear Mr. Sibbet,

Thank you to you and your colleagues for meeting with the Elfin Forest / Harmony Grove community this evening to discuss the D-EIR for the proposed Valiano development. It was very helpful to me in understand both the process and some of the issues addressed in the D-EIR.

During the question and answer portion of the presentation I asked a question of clarification with regards to the ozone exceeding state regulations. As I understood the presentation there were 2 things being done to mitigate the excessive ozone caused by the proposed project. First the developer is saying they will take steps to reduce the overall ozone of the development. This seems like a perfectly reasonable thing to do but does not meet the definition of mitigation. To me mitigation would be counter acting the excessive ozone caused by this development by reducing ozone in another area such that the total ozone for the county stays within the required limit. For example buying land that would otherwise be developed to prevent ozone from being introduced to the county. The second activity was to notify the county they will exceed the limit. How does notify the governing body that you won't meet a regulation count as mitigation? That sounds like a request to ignore the regulation or to weaken it or its implementation. What is the process to ensure the county is compliant with the state ozone regulation(s) in the face of developments that do not meet the requirements? There are cost associated with pollution on health and lost productivity that if not addressed is being passed on to the tax payers of the county.

Again thank you for help in ensuring the communities input is heard. I know this is a complex issue and time did not permit a full explanation during the meeting.

Best regards,
Richard Murphy

BW-1 Comment noted. Off-sets are not something that have been established as mitigation for criteria air pollutants. These types of programs do exist in California and typically involve a fee for mitigation of each pound or ton of a pollutant that exceeds a threshold. Offset programs are based on agreements that are made between a project applicant and the regulatory agency in charge of managing the program. These agencies are typically air districts. A monetary value is determined on a per pound or ton basis of the agency's cost to reduce the emissions of the existing equipment within their jurisdiction (controls or upgrades). An applicant would pay a fee equal to the emissions that exceed the threshold to offset the reductions elsewhere, as developed in the program. However, these programs are designed to mitigate construction-related emissions because construction emissions are typically short-term in duration and can be mitigated in a finite manner for every year of construction. For a program like this to work and be considered feasible mitigation, it must be a well-established program with sufficient "mitigation (or offset) credits" available for it to achieve the necessary reductions. There is no established program like this in San Diego County and therefore this is not an option.

In addition, the commenter requests mitigation to counteract the excessive ozone caused by the Proposed Project. The Project has incorporated design measures that would reduce its overall emissions during construction and operational phases to a less than significant level. Cumulative impacts were determined to be significant and unavoidable because of inconsistencies with the RAQS and SIP, not because of the level of Project-generated emissions. The comment related to counter acting excessive ozone from the Project does not apply to this situation.

As noted, the Project would be required to purchase biological mitigation off-site, which effectively serves the same purpose as the intent of the comment, as it would prevent further development that would emit additional criteria pollutants into the County. However, this is not included as mitigation for air quality impacts. Design features were incorporated into the Proposed Project based on commonly used and widely accepted emission reduction measures.

COMMENTS

RESPONSES

BW-2 The commenter suggests that buying land somewhere else in the County to offset future generation of ozone precursors should be considered as mitigation for the Proposed Project. A project that would emit ozone precursors during construction and operation within San Diego County is evaluated against the established County guidelines of significance. For a description of this process see Response BV-1. Projects that result in emissions below the established thresholds are considered to have a less than significant impact to air quality. This is because the emissions established by the thresholds of significance are based on levels necessary for achieving Countywide goals. A project, under CEQA, would be required to mitigate all project-related impacts to the extent feasible for which impacts exceed an established level of significance. The Proposed Project includes a number of standard measures in the condition of approval that maintain construction and operational emissions of ozone precursors below applicable thresholds of significance. No further mitigation is necessary. See Response BV-4 regarding the importance of the County providing a revised housing forecast to SANDAG.

Ehsan, Beth

From: Richard Murphy <rpm10@att.net>
Sent: Sunday, June 14, 2015 9:53 PM
To: Sibbet, David; Ehsan, Beth
Cc: Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglas.dill@att.net; JP Theberge
Subject: Public comment on Valiano Draft EIR

Dear Mr. Sibbets and Ms. Ehsan,

BX-1

Again I would like to express my thanks for your efforts to make sure community input on Valiano the D-EIR is heard. This is an extremely important issue to our Elfin Forest / Harmony Grove / Eden Valley communities. I have lived on Fortuna Del Este in Elfin Forest for over 20 years.

I have reviewed the EIR for the VALIANO SPECIFIC PLAN PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002 and have the following additional comments on the Air Quality Report IPQ-11.

BX-2

On page 6 of the report it states the annual average temperature in the project area is approximately 55 degrees F during the winter and approximately 74 degrees F during the summer. Given that the source of the pollution is predominately from vehicle sources per the EIR and the fact that the majority of the vehicle traffic both during construction and operationally will be during daylight hours, daytime temperatures, not the average daily temperature, should be used in any calculations to determine the impacts of pollution from the proposed project. Construction is typically limited to daylight hours and most residential traffic; parcel delivery, service calls, school traffic and the majority of commutes will be during daytime hours. The average daily temperatures for Escondido are shown below. Summer daytime temperatures in Escondido typically are in the 80's and low 90's with days of 100 degrees F or more not uncommon. And meteorologists expect average daily temperatures to rise, making matters worse over time. As an example, San Diego experienced its warmest year in 2014 since record keeping began in 1872, nearly 4 degrees above normal.

Climate Escondido - California

°C | °F

Climate table

	Jan	Feb	Mar	Apr	May	Jun
Average high in °F:	69	69	71	75	78	82
Average low in °F:	43	45	47	51	55	58
Av. precipitation in inch:	3.03	3.43	2.64	1.14	0.24	0.12

	Jul	Aug	Sep	Oct	Nov	Dec
Average high in °F:	87	89	87	81	74	68
Average low in °F:	62	63	62	55	48	42
Av. precipitation in inch:	0.08	0.08	0.2	0.71	1.18	2.13

BX-1 The comment is an introduction to the letter; no response is necessary.

BX-2 The meteorological information provided on page 6 of the Air Quality Analysis Report is for informational purposes to provide the reader with a background on the setting of the Project area; temperature is not a variable used in the modeling of daily emissions of criteria pollutants. The analysis does include seasonal changes, such as the emission variables between summer-blend and winter-blend gasolines. However, the quantity of emissions generated for pollutants analyzed by CalEEMod remain unaffected by the ambient air temperature. As the comment states, "The chemical reaction of pollutants released in the air is in part determined by ambient air temperature." One example of this type of chemical reaction is described in Section 2.2.1 of the air quality technical report: "Ozone is considered a photochemical oxidant, which is a chemical that is formed when volatile organic compounds (VOC) and oxides of nitrogen (NOX), both by-products of fuel combustion, react in the presence of ultraviolet light." In addition to ultraviolet light received from the Sun, increased temperatures can act as a catalyst. It is because of these variabilities that ozone is not directly analyzed, but rather the ozone precursors, VOCs and NOX, are.

COMMENTS

RESPONSES

BX-2 cont. Using an average daily temperature to calculate the impacts of pollution from this project understates those impacts. The chemical reaction of pollutants released in the air is in part determined by ambient air temperature. That is why one of the expected impacts of global warming in California is worsening air quality.

BX-3 On page 17, table 3 shows ambient background concentrations of air pollutants between the years 2007 and 2011. This ignores the warmer dryer years that we have been experiencing and are predicted to be more the norm in the future than the exception. This again understates the impacts of the excessive pollutants the proposed development will release in to the community. SDAPCD had data published on their website through 2013. In addition there is a monitoring station located on 2874 Progress Pl. which adjacent to the proposed development with 3 others located on the west end of Escondido. Three of the 4 are located west of Interstate 15. The statement on page 16 “there is no ambient monitoring station in the nearby areas of the Project site” is incorrect. This analysis needs to be corrected to reflect current data from the nearby monitoring stations. As it stand currently the analysis in the EIR says very little about the actual proposed project.

BX-4 The developer on page 25 makes its case for offsite mitigation for the pollution in excess of that allotted for the site by arguing that the General Plan overstates the housing needs in the county. It summarizes the argument this way “The current population and housing in San Diego County are lower than what was projected for the region, and therefore it is unlikely that the additional units from the Project would interfere with the SDAPCD’s goal for improving air Quality in the SDAB.” While this statement “unlikely” lacks sufficient guaranties to be meaningful it does at least point to a real mitigation plan. From a policy standpoint, why it would make sense to up zone a property in an area with elevated fire dangers and with roads the developers states in the EIR has serious and immitigable conditions makes any sense is not clear. Especially, if as they claim the General Plan overstates the housing needs of the County. Setting that aside, if the developer were required as a condition of the proposed project to purchase a property that would otherwise be developed and then preserve it in perpetuity such that an equal or greater amount of pollution the proposed project exceeds its legal allotment then it would be a serious and welcome mitigation plan. Otherwise, if the lower build out were a result of the Great Recession and not due to lower demand, any mitigation would prove to be illusionary.

BX-5 The EIR makes it clear the air pollution associated with the project will not be static over the proposed development but will be spread by prevailing winds and largely determined by the traffic patterns of the residence. However on page 26 it states when describing mitigation measures “Because the Project addresses several RAQS control measures and the General Plan Goals that are relevant to the Project site, there are not additional measures available.” It then concludes “The Proposed Project would not conform with the RAQS and SIP and would result in a significant and unavoidable impact.” There is no explanation or justification as to why the mitigation must be limited to the development site. Given that the air pollution caused by the development will not remain within the boundaries this seems arbitrary. It is also perplexing since the developer uses off site mitigation to asks for what I’ll call pollution credits for other developers un-built projects as justification to be able to exceed the pollution allotment of their property. It’s hard not to conclude the real goal here is to shift as much of the true cost of the development to the taxpayers and very little with developing a real mitigation plan. The developer as a condition of approval for the proposed project needs to be responsible for implementing a real mitigation strategy that reduces an equal or greater amount of pollution than it exceeds the allotment for the site. It could be setting aside land that would be otherwise developed as they alluded to in the EIR or other projects in the surrounding communities that achieves the same goal. There are literally decades of proven strategies to reduce emissions that Californians have applied successfully.

BX-3 The monitoring stations suggested for use by the commenter are not included in SDAPCD’s network of monitoring stations. The Escondido – East Valley Parkway Station is the closest SDAPCD-verified source of ambient monitoring data for the criteria pollutants of concern for the Project. Table 2.2-3 of the EIR includes updated data through 2013. The ambient levels reported in the EIR represent data collected at air monitoring stations for past years. These data are not used when estimating Project-generated emissions. Estimates are based on San Diego County-approved methods and modeling techniques that account for local conditions as found in the County of San Diego Report Format and Content Requirements for Air Quality.

BX-4 To clarify, the page referenced in the comment was found on page 25 in the Air Quality Analysis Report (Appendix C of the Final EIR), describing the population increase of the Proposed Project relative to the population projections of San Diego County, and it was prepared by specialists approved by the County to analyze air quality impacts. The comment refers to a summary in the technical report regarding the relative capacity of the County to absorb the projected growth from the additional housing units because the extra growth could be accommodated within the 114,025-person surplus in the projected population growth. The comment indicates that the summary is linked to an argument by the developer for off-site mitigation, but this statement is not supported. Nowhere in the air quality analysis conducted for the Project does it state that an apparent surplus in population would be a reason for not including off-site mitigation. See Responses I-47 and I-53 regarding elevated fire risk. See Response BW-1 regarding preservation of off-site property as mitigation for air quality impacts.

BX-5 Although unclear, the comment seems to address air pollution reduction measures available for effective results. The specified air quality design measures for construction and operation that have been incorporated into the Project have the most effective results and can be implemented through Project conditions. See Response BW-1 regarding preservation of off-site property as mitigation for air quality impacts.

COMMENTS

RESPONSES

BX-6

BX-7

In summary, this EIR understates the negative impacts of the excess air pollution the proposed project would cause and lacks any real mitigation plans for this pollution. Governor Brown has stated emphatically that California's drought is largely a result of manmade global warming. Air pollution is the mechanism that man is causing the planet to warm. This is the most critical public policy issue facing the state today and the lack of seriousness with which the EIR treats the issue is egregious and unacceptable. The EIR as written does not comply with Executive Orders B-30-15 and S-3-05 and Assembly Bill AB32. The EIR should be sent back to the developer for major modification or the project should be rejected out right. Further emphasizing this point is the fact that the courts have found San Diego's Climate Acton Plan inadequate. The courts found the County's CAP did not include comprehensive and enforceable GHC emissions reduction measures that would actually be implemented.

Thank you again for the opportunity to comment on the D-EIR.

Sincerely,

Richard Murphy

BX-6

The Project's impacts associated the GHG emissions were seriously analyzed in the EIR (Section 3.1.1). Please refer to Topical Response: Greenhouse Gases Analysis with respect to Project Design Features and emission minimizing features included. See Response K-51 with respect to Governor Brown's issued Executive Order B-30-15 and S-3-05.

BX-7

Please refer to Topical Response: Greenhouse Gases Analysis for information regarding the County's CAP.

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.

BY-4 See Topical Response: Fire/Evacuations regarding evacuations.

COMMENTS

RESPONSES

- 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
*Automotive Technology
 Visual & Performing Art, Video/Film
 Computer Game Design
 Computer Graphic Design*

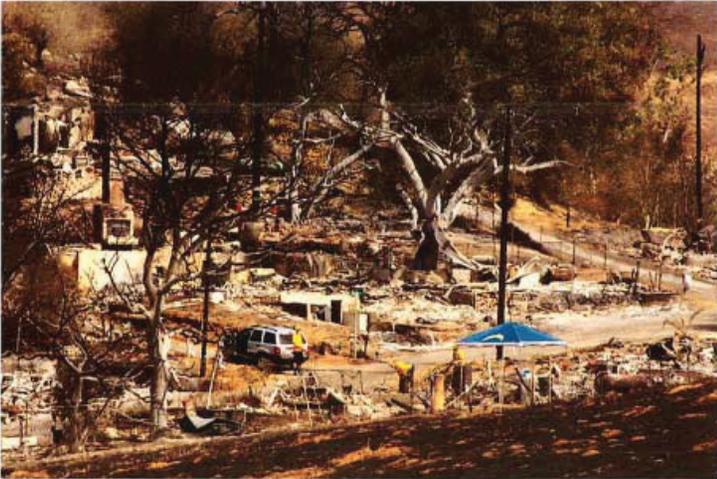
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COMMENTS

RESPONSES



COMMENTS

RESPONSES

Ehsan, Beth

From: Julie Neubauer <blondeneubauer@gmail.com>
Sent: Monday, June 15, 2015 4:31 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;

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.

BZ-1

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:

BZ-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. The DEIR states most fires come from the East, when the last few fires, including Coco's came from the West.

BZ-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.

BZ-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.

BZ-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.

BZ-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.

BZ-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.

BZ-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.

BZ-1 Introductory comment noted. No further response required.

BZ-2 This is a repeat of comment AD-7. See Response AD-7 regarding the Cocos fire.

BZ-3 The comment is concerned with fire evacuation. See Topical Response: Fire/Evacuations.

BZ-4 The comment is concerned with evacuation. See Topical Response: Fire/Evacuations.

BZ-5 This is a repeat of comments AD-10 and BJ-7. See Responses K-199 and AD-10.

BZ-6 This is a repeat of comment AD-14 and similar to K-165. See Responses K-163 and K-165.

BZ-7 The comment is concerned with stacking (wait time) at Country Club and Auto Park Way. 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.

BZ-8 The comment is concerned with traffic delay associated with the SPRINTER. See Response I-61 regarding SPRINTER impacts.

COMMENTS

RESPONSES

BZ-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.

BZ-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.

BZ-11 [] • Extensive grading, manufactured slopes of up to 60 feet tall;

BZ-12 [] • 1000 foot walls of up to 20 feet tall, extensive fencing, retaining walls and sound walls,

BZ-13 [] • not to mention the clustered nature of the development with very high density housing scattered around the project area.

BZ-14 [] • 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.

BZ-15 [] • Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).

BZ-16 [] 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.

Thank you for your time,

--

Julie Neubauer

BZ-9 This is a repeat of comment AD-17. See Response AD-17.

BZ-10 This is a repeat of comment AD-18. See Response AD-18.

BZ-11 The comment is concerned with extensive grading and manufactured slopes associated with the Project. See Responses AD-5 and AF-22 regarding grading and manufactured slopes.

BZ-12 The comment is concerned with the size of walls, extensive fencing, and retaining and sound walls. See Responses AD-5 and AF-23 regarding walls, fencing and sound walls.

BZ-13 The comment is concerned with the clustered design and high density of the Project. See Response U-2a regarding the consolidated nature of proposed development.

BZ-14 This is a repeat of comment AF-25. See Response AF-25 regarding characterization of Project impacts and the Project simulations.

BZ-15 The commenter is of the opinion that the Project does not conform to policy COS 12.1. See Response K-16 regarding Project consistency with General Plan Policy COS-12.1.

BZ-16 The comment is concerned with the (then) current drought. See Responses C-2, C-8, C-10 and K-99 regarding water supply and usage.

Ehsan, Beth

From: Paul O'Loughlin <pgodds@yahoo.com>
Sent: Monday, June 15, 2015 3:59 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

Ladies and Gentlemen, Planners and Staffers, Councilmen and Board members,

CA-1 I am a resident of the Hidden Hills neighborhood community immediately east of Eden valley. I bought my house with the notion that my view would never change. In the last few years we have seen the view change with the demise of an avocado grove, the loss of the chicken ranches, the rise of 742 new homes and hundreds of acres burned. My property overlooks the valley where I had a bird's eye view of the DC10 converging on the Los Coronados Hills dropping fire retardant on the landscape in the Cocos fire last May. I discovered that reverse 911 doesn't work with Voice over Internet protocol in the Witch fire in 2007 and watched East Escondido burn from my living room window in the Cedar fire in 2003. I was evacuated for several days for the last two fires and sustained only minimal property damage from the Cocos fire. I was amazed at how quickly the fire had shifted literally in minutes with a sunny sky one moment to a darkened and eclipsed sky in the next moment. When I woke up on Thurs 15 May 20014, I believed we had escaped the worst of the fire threat, but we found ourselves leaving in minutes with what we were about to unpack. Many were caught off guard. Some went to work and were not allowed back into the neighborhood with their automobiles to retrieve their pets. I loaned my truck to a such a neighbor with two large dogs and whose cat urinated in my new truck and left a lasting reminder of the of the fires every time I get into my front seat.

CA-2 If the Valiano Project continues as planned, I can only imagine the much sadder stories that will be told after the next fire given the new homes being built and already up for sale in Harmony Grove and more inflammatory is the density with which Valiano is projecting into Eden Valley. Aside from the fact that we are in a state wide water crisis where more homes will clearly put an added strain on the environment, we are adding homes before there is egress improvements. The Nordahl Rd overpass is already at maximum capacity during rush hour and will only see greater constraints even if Citracado Prwy is completed to Harmony Grove Rd. I am not against progress or development of the area, but the sheer number of added homes without improving the infrastructure of roads and safety of pedestrians, cyclists and live animals and giving greater thought and planning to the possibility of a prolonged water crisis is fool hardy.

CA-4 In my opinion, more opinions need to be heard and vetted before any future progress is made on the Valiano Project.

VR
 Paul O'Loughlin
 760-385-2700
 OOMA

CA-1 The comment regarding the changing nature of surrounding private properties is noted. Regarding fire evacuation, see Topical Response: Fire/Evacuations.

CA-2 The FPP (Appendix L of the Final EIR) does state that statistically the increased density of structures and the number of residents in the interface areas could increase potential ignition sources and thereby increase the likelihood of large fires in the area. See Response I-59.

CA-3 Based on the results of the TIA (Appendix H of the Final EIR), impacts were calculated to be less than significant at the recently improved SR-78 / Nordahl Road interchange. Therefore, mitigation measures would not be necessary.

CA-4 As discussed in Subchapter 2.8 of the EIR, significant impacts from Project traffic would be mitigated with improvements to the infrastructure of the roads.

Subsection 2.8.2.8 of the EIR discusses traffic hazards to pedestrians, bicyclists, and equestrians, and the Project was determined to have a less than significant impact. The Project would provide a public multi-use trail for pedestrians, bicyclists, and equestrians. In addition, soft-surface sidewalks would be installed in the portions of Country Club Drive abutting the Project site.

See Responses C-2, C-8, C-10 and K-99 regarding water supply. See Response BH-2 regarding community input.

COMMENTS

RESPONSES

Ehsan, Beth

From: Debbie O'Neill <doneill@catlover.com>
Sent: Saturday, June 13, 2015 6:34 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
Subject: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Dear County Planning and Development Services Staff,

CB-1

I would like to voice my opposition to the above referenced DEIR and the proposed development known as Valiano as it is currently proposed. I am not opposed to development of our valley but would like the development to be in keeping with the community and county plan of keeping Elfin Forest, Eden Valley, and Harmony Grove rural. There are many reasons to oppose the DEIR as currently proposed but I will only give you my two most pressing concerns.

CB-2

First, the DEIR does not adequately address the fire danger present in our valley, and how the county plans on evacuating the residents on our few country roads in a fire emergency. During the most recent Coco's fire, my husband and I had to evacuate our animals quickly after the winds turned and the fire quickly raced down the hillside towards our house. I drove out past 10-20 foot flames that were coming up the hill from the Harmony Grove Spiritualist Association. We were lucky. Although we were blocked from leaving on Country Club at Kauana Loa due to fire being fought on that road, we were able to leave on Harmony Grove because there weren't that many of us in the valley. It is my understanding that those people who lived in San Elijo Hills were caught in a traffic jam and could not evacuate quickly. And they have wider roads and more lanes than we do. Luckily the fire did not reach them. My neighborhood was not as lucky. Most of the Spiritualists, and several of my neighbors on Country Club lost everything. If they had gotten caught in the kind of traffic that will be here if Valiano goes through as proposed, they most likely would have died trying to get out. I have lived in Harmony Grove for 14 years, and have been evacuated due to fire three times. Twice for the Cedar fire (which passed us but the next day after we returned, it sparked back up at Del Dios and came back up the hill), and once for the Coco's fire. If Valiano is built as proposed, we will have to shelter in place. This does not sound safe to me.

CB-3

Secondly, I believe the DEIR does not adequately address the destruction of the flora and fauna of our valley. We are fortunate to have some of the little remaining Coastal Sage Scrub and Mixed Chapparral that exists in San Diego County. The Valiano project intends to leave pockets of this unique vegetation for animal habitat. Unfortunately studies have found that leaving pockets of a biome is not effective. Animals need connected parcels of the vegetation that they are adapted to in order to survive and prosper. On our parcel of land (3 acres) we have encouraged and planted native vegetation in order to promote the native animal species to stay on our land. What has been remarkable about that as a person who grew up in the suburbs, is that I have learned to appreciate our native plants and animals. The chapparral has something blooming almost every part of the year which allows the native animals to have food throughout the year. When I walk out in my yard, I see and hear birds, coyotes, rabbits, snakes, lizards, and many other animals. Now that the new Harmony Grove Village has been built, I sometimes walk on the walking paths and it is remarkable what an environmental desert has been created. I see very few animals over there but as soon as I cross Harmony Grove Road back to the rural area, there are lots of animals. I'm sure eventually animals will move into the area. However, they most likely will not be the native species, or the native species will be out of balance. Only the animals that can survive on the non-native plants which have been planted by the developer (and later the residents) will thrive. This is an area that really can't be fixed by buying mitigation property somewhere else. The animals and plants of our valley need land here in our valley.

CB-1

The comment is introductory and requests that the Project be in keeping with the Community and General Plans. See Responses I-7 and I-8 for how the Project preserves rural character. Please see responses to specific comments, below.

CB-2

The comment is concerned with evacuation. See Topical Response: Fire/Evacuations.

CB-3

The commenter is concerned for the loss of native habitat. See Response BC-8 regarding conservation planning for the area, Response K-32 regarding habitat connectivity and wildlife movement, and K-128 regarding consistency with the EFHGCP direction on mitigation location.

COMMENTS

RESPONSES

Ms. Beth Ehsan
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123
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CC: Dave Sibbets: David.Sibbet@sdcounty.ca.gov
Beth Ehsan (assigned planner): Beth.Ehsan@sdcounty.ca.gov
Maggie Loy: Maggie.Loy@sdcounty.ca.gov
Kristin Blackson: Kristin.Blackson@sdcounty.ca.gov
Mark Wardlaw (Director of PDS): Mark.Wardlaw@sdcounty.ca.gov

Re: Valiano Specific Plan, SCH NO. 2013061042—Public Comments on Draft Environmental Impact Report

Ms. Ehsan and County of San Diego Planning & Development Services Staff,

CC-1 [I live at 2952 Milpas Drive and have been an Eden Valley resident for 13 years. This is a very stressful time for my family and community as we feel that the Valiano project by Integral Communities is threatening to destroy our treasured rural lifestyle that Eden Valley residents have enjoyed since the early 1900's. This area is unique in San Diego County and the communities of Eden Valley, Harmony Grove, and Elfin Forrest are some of the last remaining rural to semi-rural communities west of Interstate 15.

CC-2 [As I reviewed the DEIR, it is apparent to me that Integral studied the minimum amount required by the County of San Diego. In this EIR there appears to be a focus on ensuring the highest density possible and there is little focus on the safety of the future Valiano residents and surrounding communities. For example, the numerous waivers regarding fire safety standards.

CC-3 [While reviewing the DEIR documents I have found numerous pieces of erroneous information and descriptions which are misleading. I have attempted to note many of them in the following response:

Project Description

1. The project is described as being a Smart Growth project. However, in the video I sent the county staff of the NC17 hearing, it is clearly stated that the project does not lie within the Smart Growth areas. All mention of Smart Growth should be removed from the EIR as this project does not meet the stringent Smart Growth standards.

CC-4 [2. The distances in paragraph 1 of section 1.2 are inaccurate. I have found distance inaccuracies throughout the DEIR. I checked distances via Google maps to be shorter than distances calculated via Google maps. Most are one or miles off. This is very misleading when reviewers, who may not be familiar with Eden Valley, read them.

CC-1 The comment is introductory in nature. Appreciation of your community is understood.

CC-2 The Safety Element of the General Plan addresses the natural hazards and human activity that may pose a threat to public safety in the areas of wildfires, geologic and seismic hazards, flooding, hazardous materials, law enforcement and airport hazards. The Project has been reviewed for safety in all of these areas. This Specific Plan is consistent with the 15 goals of the County's Safety Element. Also, an FPP was prepared for the Project (Appendix L of the Final EIR). The FPP was reviewed in detail by the San Marcos Fire Department and subsequently approved.

CC-3 See Responses D-1 and D-4a regarding the Project proximity to Smart Growth areas and consistency with Smart Growth principles.

CC-4 Using Google Maps, distances better described in driving distance have been revised in the Final EIR.

COMMENTS

RESPONSES

CC-4 cont. For example, the opening descriptions states, "The Project site is located approximately 1.7 miles west of Interstate 15 (I-15) and 0.6 mile south of State Route 78." According to Google maps the distance from Valiano's Eden Valley Lane entrance to State Route 78 is 1.4 miles or a five minute drive time without traffic.

Every distance cited in the DEIR needs to be rechecked.

CC-5 3. "The Project site is generally divided into two areas, a larger northwestern portion of approximately 191 acres and a smaller southwestern portion of approximately 48 acres. The two areas connect corner to corner (Figure 1-2, Aerial Vicinity Map)."

To say these two properties adjoin each other is a reach. The two properties may share a few feet of property line. However, Neighborhood 5 is completely separate from all the other neighborhoods and will be accessed from Country Club Drive only. Residents from Neighborhood 5 will have to leave that area via a separate entrance and enter into another Valiano entrance to reach some of the project facilities. This is more like two communities rather than one. A design that unites these communities should be studied.

CC-6 4. "Building styles within these neighborhoods would include a variety of architectural themes and styles, including Craftsman, European Cottage, Mission, Monterey, Spanish and Italian (refer to Subchapter 2.1, Aesthetics, Figures 2.1-6a through 6f). Proposed residential units would vary in architectural details; however, the architecture is intended to be compatible with the semi-rural ranch setting found in the existing valley and surrounding area."

How the mentioned architectural themes and styles compatible with Eden Valley's semi-rural ranch setting? Most of the styles mentioned are found in village type developments and not in rural settings. Ranch style architectural themes should be studied. In addition, single story homes should be mandated for any homes set on highpoints or ridgeline in the valley to lessen their visual impacts.

CC-7 5. Since neighborhood 3 is situated next to the equestrian trail loop, the trailhead park, and the Hunter Equestrian Center it should consist of ½ acre or larger lots to facilitate horse keeping. This may help alleviate conflicts between new urban residents and existing rural residents.

To further alleviate conflicts between existing and new residents, a design that places larger ½ acre to 1 acre lots next to all existing Eden Valley residents' properties should be studied.

CC-8 6. Neighborhood 1's description should include the number of condominiums that will be part of that neighborhoods design.

CC-9 Given the fact that many of the other neighborhoods will have secondary dwelling units, which county staff has said can be rentals, I do not see the need for the 49 condominium units. These do not fit into a semi-rural environment and are an urban development component found miles

CC-5 As described in the Project documents, the two areas of the Project site connect "corner to corner." The public trail that begins in the southeast corner of Neighborhood 5 and extends to nearly the northeast corner of Neighborhood 4 further establishes the two areas as one larger Project (see Figure 1-18).

CC-6 The sentence was meant to include both concepts, that the proposed architecture would be variously compatible with the semi-rural ranch setting as well as the surrounding area. The properties surrounding the Valiano Project vary in theme, look and feel. The intent of the architectural guidelines in the Specific Plan is to offer a similar variance in theme, look and feel. The Applicant has proposed a D Designator in its Zoning which would require architectural plans to be reviewed by the County of San Diego through the Site Plan process prior to approval. Views in the valley are enjoyed both to the east and the west, and the elements of these varied architectural styles are found particularly in the hills east of Country Club Drive (although they may also immediately edge the road such as the tile roof homes found in the vicinity of the intersections of Country Club Drive and Kauana Loa Drive or Live Oak Road). Other rural architectural elements such as barn themes for the WTWRF and rural fencing patterns are also anticipated for the Project.

No proposed home sites are located on main ridgelines. Those are located to the west of the Project. Some homes are located on topographic rises within the Project. Although some homes may be single-story in these areas, this is not required to preserve valued view elements. These homes would be "back-dropped" by higher hills to the west (for viewers from the east) or by the extensive views of valley and lower hills (and ultimately higher ridgelines at distance to the east (for elevated viewers to the west). Overall, and particularly for viewers from the valley floor and east, the most "visible" homes would be those located on the lower slopes of the western ridge line. Those homes also would be the most distant from the viewers, with their size and design specifics minimized by distance. Also see Response K-11c.

COMMENTS

RESPONSES

- CC-7 See Response BP-4 regarding lot size and animal keeping. In order to address conflicts between existing and new residents, the Applicant has proposed a landscape buffer area. As noted in the Specific Plan Section 2.0 (Land Use and Design), buffer landscape is described as a buffer landscape edge that would be planted along several property boundaries to provide an attractive visual and dimensional separation between the existing adjacent residential lots and the new proposed residential lots. Planting of trees and shrubs would be designed in a manner to provide a soft and appealing edge between the Project and existing homes. In addition, Neighborhood 3 has been redesigned to remove the homes proposed along the northern edge, providing additional buffer between proposed homes and existing homes to the north.
- CC-8 Thank you for suggesting this clarification. Section 1.2 of the Final EIR has been revised to provide additional description for each product type within Neighborhood 1.
- CC-9 The Project would satisfy the County’s affordable housing requirement by offering a variety of moderate housing types such as large single-family homes, small single-family homes, and accessory dwelling units which are ideal for multi-generational families. The detached condo lots are required to fulfill the affordable housing requirement because the accessory dwelling units are optional and may not be built.

COMMENTS

RESPONSES

- CC-9 cont. away from Eden Valley in city areas such as Escondido and San Marcos. As I understand it, the secondary dwelling units can satisfy the affordable housing requirements.

The removal of all of the condominiums should be evaluated for the reasons stated above.
- CC-10 In addition, the secondary dwelling units did not appear to be included in the traffic study. The traffic study should be redone to include the traffic from the secondary dwelling units.
- CC-11 7. The trail head in Neighborhood 3 appears to terminate at the Hunter Equestrian Center’s property line. The trail is supposed to connect to the private road that shares Neighborhood 3’s northern property line.

The trail head needs to be reconfigured to allow northern Eden Valley residents access to the trail system.
- CC-12 8. “The existing equestrian complex previously used in association with the Harmony Grove Equestrian Center, located in the southern portion of Neighborhood 5, would be retained, open to the public and privately maintained. Portions of the existing equestrian training and boarding facility would accommodate private horse boarding. The 0.2 acre site would be reconfigured to allow public horse trailer parking and use of an exercise ring for the public to access the multi-use trail.”

A 0.2 acre site is extremely small to facilitate all the mentioned activities. Even a two acre site, assuming this is a typo, seems small for such an operation. This area should be increased to 5 acres or more to properly operate as a boarding facility and public riding space.
- CC-13 9. Who will be responsible for the care and maintenance of the equestrian center? If it is the HOA, what guarantees can be made that this facility will remain open and viable. This entire concept is welcomed, but it requires further study to ensure it does not become abandoned or sold off for more development.
- CC-14 10. To facilitate a sense of a community, all parks and recreational facilities should be open to existing residents of Eden Valley and Harmony Grove. Having parks that are restricted to Valiano residents will not foster integration with the existing community.
- CC-15 11. “The proposed agricultural easement area currently includes avocado orchards, portions of which were damaged or destroyed by a recent (2014) wildfire.”

First of all, nearly all of the avocado orchards were destroyed by the Cocos fire. The small portion of grove that was not destroyed have since died due to lack of water (the fire burned all of the above ground irrigation). Secondly, the Fire Protection Plan states that there have been no major wildfires in 50 years and yet here is a statement in the project description that notes fire damage from the 2014 Cocos fire. It is obvious that the applicant is aware of the 2014 Cocos

- CC-10 The TIA (Appendix H of the Final EIR) conservatively accounted for 54 accessory dwelling units and 334 single-family homes, which is more than the Proposed Project, as such, a revision to the study is not warranted.
- CC-11 The Plan depicts the termination of the trail head in Neighborhood 3 at the north east corner of the property, directly adjacent to the private road (see Figure 1-18). The trail head location allows northern Eden Valley residents access to the trail system.
- CC-12 The equestrian staging site would accommodate the additional horse trailer parking and exercise ring by expanding to 1.2 acres. Private horse boarding is no longer proposed, because horse boarding facilities already exist in the vicinity and adding one more would not serve a community need. See Section 3.1.6.2 and Figure 1-12.
- CC-13 The equestrian center would no longer have boarding as described in the DEIR, and would consist of a parking area and equestrian exercise pen. These amenities would be maintained by the Valiano HOA.
- CC-14 When conducting a GPA, an applicant is required to provide a certain amount of dedicated park land (373.74 s.f. per dwelling unit). In this case, the Applicant is required to provide 2.79 acres of park land. According to Specific Plan Table 2.1 (Summary of Park Acreage Type & Credit), the Applicant has provided 2.88 acres of Public Park in addition to 5 acres of private facilities. The Applicant has provided a total of 7.88 gross acres of public and private parks, with a net acreage of 3.2 acres as calculated by the Park Lands Dedication Ordinance (PLDO). The PLDO allows for a combination of public and private parks in order to serve both the new residents and surrounding community. Although privately maintained, several of the parks are accessed via the public trail system and useable by the surrounding neighbors.

COMMENTS

RESPONSES

CC-15 cont. fire and chose not to study it. This brings into question their motives and desires to ensure they build a project that has the public’s safety and best interests in mind.

The Cocos fire, as well as all other local fires that have occurred in the local area, need to be studied. Eden Valley has its own weather patterns due to topography which have a dramatic effect on fire behavior.

CC-16 12. Eden Valley lane is designated as one of two points of entry to the project for Neighborhoods 1 through 4. Approximately 500 feet from the intersection of Eden Valley Lane and Country Club Drive is an Arizona crossing which floods in times of heavy rain. I have not seen any mention of the Arizona crossing in the DEIR.

The Arizona crossing needs to be studied to see if a bridge will be necessary to ensure road access in times of heavy rain.

CC-17 13. Having only two access points plus one emergency access point that all lead to Country Club Drive, a two lane, traffic calmed, country road seems inadequate. Country Club is also the fastest route to State Route 78 for the residents of Harmony Grove Village. In the traffic section of the DEIR, Country Club Drive is noted as having a rating of LOS F. This will have a dramatic impact on emergency response times which do not appear to have been studied with the expected road rating.

All emergency response times should be calculated based on the LOS F rating for Country Club Drive. In addition, a full emergency evacuation plan should be studied to ensure all residents can evacuate the area in a timely and safe manner given the known fire behaviors in the valley.

CC-18 14. Lighting – Residents of Harmony Grove and Eden Valley have learned many lessons from Harmony Grove Village. One of those lessons is that the county may need to install additional lighting on road segments outside the planned development to ensure safety given the additional traffic volume brought in by the development.

As the additional lighting outside the project is triggered by the population growth of the proposed project, the EIR should study where such lighting will be required and present those locations. Those additional lights will have a direct impact on existing resident’s enjoyment of dark night skies and will create a visual impact.

CC-19 15. Grading – This project is proposing a massive amount of cut and fill grading. Given its extreme proximity to existing homes and the community of Eden Valley, this activity is going to have a dramatic impact on the existing community. In particular, there are several areas noted in the grading plan where blasting will occur adjacent to existing homes.

Currently there are residents fighting with the Harmony Grove Village developer over property damage that occurred during their grading operations. The applicant should appraise all homes in the immediate area of the blast and grading sites prior to starting grading or blasting operations at the applicants cost. Once the existing residents and the applicant agree that the

CC-15 See Response K-5 regarding the destroyed avocado orchards. In addition, Section 1.4.4 of the FPP has been revised to address the Cocos Fire. Fire behavior modeling was completed for on-site and off-site native mature fuels during worst-case scenarios considering local weather patterns (e.g., for late summer strong winds northeast winds [Santa Ana] and late season, strong south to southwest winds).

CC-16 As described in Response Q-2, the Project would provide on-site detention basins to match existing storm water flows from the Project site. Therefore the Project would not increase flows at the existing “Arizona” crossing on Eden Valley Lane.

CC-17 See Topical Response: Fire/Evacuations regarding fire evacuation.

CC-18 The locations of Project-proposed street lights are depicted on EIR Figure 1-30. Discussion of Project lighting, “dark skies” and potential light spill are provided in the EIR. See Responses U-2a and AG-1. No additional lights are proposed as part of the Project outside of the Project and additional discussion is not required.

CC-19 The Applicant is required to prepare a blasting plan to reduce impacts of blasting as explained in Responses K-148 and K-149a.

COMMENTS

RESPONSES

CC-19 cont. appraisal is accurate, the applicant could begin the grading activity. This will provide home owners a way to prove that any damage that occurs due to blasting or grading was directly related to the applicant’s activity. Alternatively, the county should provide guidance to homeowners about how to protect their property from these activities.

Aesthetics

CC-20 1. The density of the proposed project does not match the densities of the surrounding communities. Even the Harmony Grove Village lots that adjoin the proposed project area are large lots. This project should be scaled back to better match the existing communities of Eden Valley and Harmony Grove.

CC-21 2. Image in Key View 1 in PDS2013-SP-13-001-DEIR-Chap2.1-Aesthetics-pt6.pdf shows an existing cut in the hillside up in Coronado Hills (there are several not seen in this photo) and clearly shows that vegetation does not regrow in those cuts (that cut is more than 13 years old – the length of time I have been an Eden Valley resident). This is due to the large amount of decomposed granite and granite rock which support very little plant life once native soils are stripped. There are an extensive number of steeply graded slopes within the project plan and they will be a visual impact for decades. More studies should be performed regarding how these visual impacts will be mitigated in both the near and long term. In addition, more studies should be conducted to see if the number of such cuts can be limited.

CC-22 3. It is proposed that all retaining walls will be planted or hidden with vegetation and their visual impacts mitigated once plantings reach maturity. As seen in the above mentioned photos, cuts and retaining walls will most likely appear as scars on the landscape for decades to come, not a mere 5 years as noted.

The number of cuts and retaining walls should be minimized. I also noted that there is one continuous retaining wall that will be over 1,000 feet long and average 20’ tall and other graded slopes in excess of 60’ tall. These will be visible from most, if not all, of Eden Valley. They will also be visible from major highways, local trails, a good portion of Escondido, and from parts of San Marcos. It is a major visual impact and I do not see how it can be mitigated knowing that plant life does not take when planted into graded areas that already exist in Eden Valley. If the plan is to use trees, very few trees grow well in granite and will take decades or more to reach maturity.

These cuts, retaining walls, and steeply graded slopes need further study to see what plant species will grow there and how long it will take them to reach maturity.

CC-23 4. In the same document, photo simulation A is inaccurate as the homes in the background appear much larger than the homes that are supposed to be in the foreground. The photo simulations should be re-done to more accurately reflect the size of the proposed homes at the scale matching the photo they are placed into.

CC-20 Although specific lot sizes vary throughout Harmony Grove Village, the proposed gross density is approximately 1.6 du/acre. Valiano would be approximately 1.4 du per gross acre. The proposed density is in the semi-rural range, as is Eden Valley. See Responses K-11b and AD-3 regarding visible variation in lot sizes of less than 1 acre along Country Club Drive and within Eden Valley. Specifically as described in EIR Subsection 2.1.2.1 relative to immediately abutting lots:

The Proposed Project would group residential lots to limit the impact footprint and provide large areas of open space and retention of semi-rural on-site visual resources. As a result, residential lot sizes generally would be smaller than those at surrounding residential development and absent design considerations, there is the potential for the development to contrast with the relative scale of existing surrounding development. However, the Project incorporates several site design features to reduce massing effects. By grouping homes, large areas of visual open space would be provided. ...[This would include] existing on-site elements such as mature tree stands, steep hillsides, riparian areas, native habitat, [remnant] avocado orchards and a pond. The features within the proposed open space network would provide visual buffers within and between proposed residential neighborhoods to reduce massing effects.

Proposed Project landscaping would also provide screening of the residential development, thereby reducing perceived massing. Extensive landscaping, utilizing species consistent with the existing character of the Project area, would be planted along the site perimeter, along Project roadways, within residential neighborhoods, within parks and recreation uses, and in Project affected visual open space areas...

The combination of notable and visible open space at Project perimeters (including agricultural easement, retained oaks and biological open space easement, Neighborhood Park, etc.), combined with the large amount of landscape buffering between Project lots and adjacent parcels would minimize visual effects related to inconsistency in lot size to less than significant levels.

CC-21 Single-family homes do not need to comply with the County RPO provisions to protect steep slopes that are required of subdivisions and tentative maps. Private property owners also enjoy more leeway in their landscaping plans than developers, and this is likely the source of the highly visible cuts noted in the comment (although it should also be noted

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CC-21 cont. that home appears to be in the City of San Marcos and not within County jurisdiction). Most of the cuts in the Project would be behind homes, and thereby shielded by these structures and accompanying vegetation. Where cuts would be located above the individual lots, maximum slopes would be at 2:1 gradients which can be easily planted and would be subject to homeowner and/or association maintenance requirements as part of the required revegetation/landscaping plan. See also Response AD-5 relative to the Project tallest slope, abutting vegetation, and additional mitigation which would result in the slopes either not being visible or blending with adjacent natural slopes post-landscaping maturity.

CC-22 Light-colored walls can draw the eye when surrounding areas are darker in color. This also occurs for cuts into vegetation as described in this comment as well as CC-21. Proposed Project retaining walls would be located behind homes and/or landscaping that would largely or wholly shield them or are proposed for architectural treatment (staining/coloration) to reduce visibility. Regarding overall visibility of these walls, see Response AD-5 regarding walls and fencing. Retaining walls received focused review in the EIR in Subsection 2.1.2.1 under the heading "Retaining Walls." Specifically regarding perimeter walls, the analysis detailed information on walls that would edge the Project perimeter, but would not be landscaped based on the Project Conceptual Landscape Plan. The reader should note that two of those walls, identified as "adjacent to an unpaved and unnamed street north of Surrey Lane (10 feet and 11 feet in height) that would be located perpendicular (i.e., along the line of sight) to viewers," have been deleted from the Project following public review as the lots with which they would have been associated were deleted.

Where impacts remained potentially significant, the coloration required as mitigation, combined with a low number of potential viewers, and the distance from the viewers, as well as potential for intervening vegetation or landscaping resulted in these four isolated features being mitigated to less than significant impacts.

As discussed in Response AD-5, the cuts and walls would be largely shielded from off-site viewers. Although the development overall would be visible from points east and north, as noted in this comment and illustrated on the viewshed in Figure 2.1-5, these views become increasingly distant or diluted, with substantial intervening view elements to draw the eye. Although generally obscured by intervening topography and development, remaining views from SR-78 and I-15 would be fleeting, as they would be experienced at highway speeds, with substantial distraction provided by nearby traffic, as well as closer view elements (development abutting the highway facilities). As demonstrated in EIR Figure 2.1-4e, views from the public trails in Elfin Forest Recreational Reserve and Del Dios Highland Preserve would place the Project in far middle ground, behind existing development and the growing Harmony Grove Village development. Even the ridgeline/skylined residences

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CC-22 above the Project, that generally draw the eye, are minimized from this
cont. distance. Development associated with the Proposed Project is expected to blend into the existing condition. Closer trails largely would be developed by the Project, and as such, would include the Project as an existing condition at the time of implementation.

The Project landscape plans require as a matter of course that adequate soil preparation occur to support the proposed plantings. This is not required of existing individual homeowners, which has resulted in the cuts that remain and are so highly visible.

CC-23 The sizing of the homes in the photosimulation is accurate. The 3D modeling software used accurately depicts the size of the homes in terms of height and width from the selected viewpoint based on the architect's drawings. The Project includes two story homes set back into the hillside, which minimizes the horizontal footprint of each home when compared to the large estate homes at higher elevations. As described in Response AF-25, those ridgeline homes are also often presented "full length" or broadside to the viewer in the valley below, and some have little shielding landscaping. The Project homes are often at oblique angles as they follow streets that conform to the curves in the hillside, and do not always present "straight-on" views. They often are also obscured by the mandated Project landscaping, which includes both shrubs and trees. All of these factors result in the Project homes appearing smaller than those located above them on the hills. The relative impact can be seen as conservative when the Project homes are compared with the size of the existing homes backed by the large unvegetated cut slope referred to in comments above within this letter.

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Hazards

CC-24

1. There are several references to section 3.1.8, yet there is no section 3.1.8 in the DEIR. While I was able to figure out what the correct section was, this may have been very confusing to area residents who attempted to read through and follow references in the DEIR.

CC-24 Thank you for pointing out the errors. These references have been fixed in the Final EIR.

2. As determined by the State Fire Code, fire severity is zoned as "Very High" fire severity for some portions, and "Moderate" for the remainder of the Proposed Project site (located approximately 11 miles inland from the ocean). Several characteristics of the Project location, including topography, vegetation, and climate zone contribute to risk of fire at the site.

CC-25 See Topical Response: Fire/Evacuations regarding fire evacuations and K-59 regarding analysis of the Cocos Fire in the FPP. Implementation of the Project would not cause the Fuel Hazard Severity Zone to be increased as the Project would replace combustibile native vegetation with features such as ignition-resistant landscaping, ignition-resistant building construction features, fire hydrants, access roads for fire safety personnel to combat any fire potential and FMZs (see Response I-59 for more information).

According to the fire severity maps, the project area is set as a "Moderate" fire severity zone. This is most likely due to the fact that the current project area consists of grasslands with some wooded areas and agricultural lands which are assumed to be watered regularly. The entire area surrounding the project site is listed as a "Very High" or "High" fire severity zones due to the known fire hazards of the area and the number of existing homes that are in these high fire areas (as the FPP notes, populations are often the source of ignition for wildfires). Once Valiano is built, I believe the area will also be rated as a "Very High" or "High" severity zone and this should be studied.

CC-25

In addition, the map showing the fire severity zones clearly shows ingress and egress routes of the Valiano project area as having to cross through "Very High" severity zones. This is a key point of review. As we saw in the Cocos fire, had the Valiano project been complete, residents would not have been able to evacuate via Mount Whitney Road as it was on fire. The fire jumped in many places along Mount Whitney and also jumped across to Koana Loa which blocked that route for evacuation. This left one way out, traveling north on Country Club Drive which termites at the intersection with Auto Parkway which is currently an impacted intersection that often times requires Eden Valley residents to wait one or two light cycles to be able to make a left turn to reach State Route 78.

According to the DEIR traffic section Country Club Drive will be at LOS F – essentially bumper to bumper traffic that is flowing. So how will the residents of Harmony Grove, Eden Valley, and those in the new Valiano project escape a fire such as the Cocos fire? In addition, given the fact the there are more horses and large animals in Eden Valley than there are homes, the roadways will be further impacted with people pulling large trailers as they evacuate their animals. The Fire Protection Plan appears to not have study evacuation routes at all which is a major oversight given the fact that the Cocos fire provide a recent example of area fire behavior and how well the roadways were able to evacuate current residents.

For this reason alone the Fire Protection Plan and the hazards section of the DEIR need to be re-written and the events that led up to, during, and after the Cocos fire need to be studied in detail.

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<p>CC-26</p> <p>3. "Several characteristics of the Project location, including topography, vegetation, and climate zone contribute to risk of fire at the site." The hazard section notes the unique features of Eden Valley that contribute to fire risk, yet the FPP does not study them. Instead it uses regional modeling which is inaccurate when applied to Eden Valley.</p> <p>A new FPP that studies the specific area and conditions needs to be performed. This is particularly important given the fire behavior observed during the 2014 Cocos fire which burned more than 90% of the project area and other local fires that have threatened the project area.</p>
<p>CC-27</p> <p>4. "In the FPP, several scenarios were developed to determine the potential fire behavior of a wildland fire that might occur in the vicinity of the Proposed Project."</p> <p>The FPP is inaccurate at best as it only studied fire dangers during Santa-Ana winds. As previously mentioned it did not model the local area nor did it study the most recent Cocos fire which burned more than 90 % of the project area. Given this recent fire, the FPP should be redone to take into account the local area, its weather patterns, and a thorough study the Cocos fire which was driven by a west wind when it burned Eden Valley and Harmony Grove.</p>
<p>CC-28</p> <p>5. "The FMZ shall be a minimum of a 150-foot area, or as approved by the SMFD, surrounding and extending in all directions from all structures, in which flammable vegetation or other combustible growth is cleared away or modified"</p> <p>The FMZ should be contained within the applicant's project area. Currently it overlaps neighboring properties and they do not have easements to create such an encumbrance on those properties. This can be easily remedied by the applicant removing the homes whose FMZ exceeds the project area.</p>
<p>CC-29</p> <p>6. "All newly constructed structures would be built to ignition-resistive building requirements, as specified in the FPP. The installation of automatic interior fire sprinkler systems would be required (per National Fire Protection Association Standard 13D and 2013 California Building Standards Code). All glass or other transparent, translucent or opaque glazing materials, including skylights, shall be constructed of tempered glass or dual glazed windows with minimally one pane of tempered glass."</p> <p>As a former fire fighter, I have witnessed every one of these protections measures fail during a wildfire. Most are good measures to protect a home that suffers a small internal fire, such as a kitchen fire and are designed to give firefighters time to extinguish a house fire before it spreads to neighboring homes – but they do not protect from the type of temperatures generated during a wildfire.</p> <p>During the 2007 Witch fire I worked in the North/West corner of Ramona where supposed "shelter in place homes" were constructed to standards that exceeded the codes mentioned in the above quote. They suffered an approximate 80% loss in that neighborhood and surrounding areas. Interior fire sprinklers are only effective if they have water pressure, however during a</p>

<p>CC-26</p> <p>The fire behavior parameters and projections for the historic and existing hazardous vegetative fuels on- and off-site were calculated for the Proposed Project. These calculations were used for recommended fuel modifications and the evaluation of wildfire threat to the Project.</p> <p>The FPP calculated fire behavior parameters that were key to recommended fuel modifications for the development, but they are also based on Project site observations, experience, and fuel levels and typical fire behavior observed during local fire seasons. Modification and/or elimination of hazardous fuels and the reduction of fuel loading for the Project are key to "firewise" planning for the Project site and the surrounding communities. A new FPP would not be necessary.</p>
<p>CC-27</p> <p>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). Also see Response CC-26.</p>
<p>CC-28</p> <p>See Response I-49 regarding off-site fuel modification zones.</p>
<p>CC-29</p> <p>In order to ensure that interior fire sprinklers are effective when there is heavy use of fire hydrants within the proposed Project, all fire hydrants serving the proposed development shall be capable of supplying a minimum of 1,500 gallons per minute fire flow for a 2-hour duration at 20 psi residual pressure. This requirement ensures that waterlines for fire control must be capable of supplying this required demand through the hydrants, in addition to the largest fire sprinkler demand. An additional requirement to ensure that fire control and sprinkler demand is met, when an on-site waterline serves more than two hydrants, the line must be looped, providing two hydraulically remote points of connection with the water district lines. The interior loop must have isolation valving, such that not more than two hydrants and/or sprinkler systems are between isolation points. If the on-site fire water system for a building is a private loop, the two points of connection are needed to the public supply and appropriate fire department connections.</p> <p>The minute-by-minute movement of a wildland fire is never fully predictable, and is certainly not predictable from a weather conditions forecast many hours before the fire. Nevertheless, practice and</p>

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wildfire when firefighters are drawing large amounts of water from hydrants the local water pressures drop which makes sprinkler system in-effective. I did see homes where the sprinkler systems saved the area that the water spray could reach, while the surrounding areas within the same home were a complete loss. I have also seen tempered glass melted due to the temperatures of a wildfire. An additional issue is the transfer of heat through widows and other weak points in the structure. It is not unusual for this transfer of heat to ignite items inside the home which are near windows and other areas where heat penetrates the home – they then literally burn from the inside out. Other issues include wood fencing which literally leads a fire to a home, yet fencing is rarely reviewed when looking at fire protection measures.

When a wildfire approaches an area where there are homes present, fire fighters generally move into a structure protection mode. This means that one or more engines are stationed at each home being threatened by the wildfire and they begin trying to do all they can to ensure the home does not ignite. However, when there are lots of homes facing a wildfire there are not enough firefighters or engines to protect every home and this protection measure is quickly overwhelmed. To avoid this scenario, areas in the wildland urban interface should consist of a sparse number of homes making them more defensible.

Large scale developments in the wildland urban interface should not be allowed. These types of developments have historically suffered large losses of property and have also caused loss of life on many occasions. The project plan should evaluate reducing the number of homes that lie in the wildland urban interface.

7. Lots with reduced defensible space – I am gravely concerned at the number of waivers being granted to the applicant in regards to fire protection. Perhaps these were granted due to the inaccuracies portrayed in the FPP? Given the fact that Eden Valley and Harmony Grove are surrounded by areas rated as “severe fire danger” and the data from the recent Cocos fire, all waivers should be rescinded to ensure the safety of area residents as well as those who might purchase a home in the proposed project. There are simply too many exceptions in this DEIR that raise the possibility of loss of life and property.

The applicant should take a closer look at the safety of this proposed project and redesign a project that puts safety before density.

8.

The Proposed Project is located within a Local Responsible Area (LRA) served by the San Marcos Fire Department (SMFD). SMFD’s capacity to provide fire protection services to the Proposed Project is discussed in more detail in Section 3.1.8, *Public Services*. Escondido Fire Department (EFD) and County Service Area 107 (Elfin Forest) also have fire protection facilities within the area; SMFD has established several mutual and automatic aid agreements with these surrounding fire departments, as discussed in Section 3.1.8.

CC-29 cont. experienced judgment in assessing the fire environment, coupled with a systematic method of calculating fire behavior, yields very good results in terms of protecting structures and lives within wildland urban interfaces.

Whenever a fire’s flame length, one to-two minutes in duration or more, is equal to or more than the separation of combustible vegetation column, ignition of a vegetation column may occur. However, the required vegetation reduction and management within the defensible zone around each proposed Project structure does not support ignition of structures in the development with radiation, conduction, or convection heat sources. In addition, it does not support melting tempered glass nor the ignition inside a house through a window or other weak points in a structure. Fire agencies consider vegetation management as a principal approach to wildland fire hazard reduction for protecting structures and lives.

The FPP states that fences and other structures fewer than 5 feet from a building shall be non-combustible construction, heavy timber or fire retardant pressure treated wood to prevent an ignition of the structure.

See Response CA-2 regarding Project fire protection measures that would significantly improve the safety of Project residents and surrounding neighborhood. This would be true whether structures more sparse or within a wildland urban interface area.

CC-30 Lots with reduced defensible space would be required to implement enhanced fire protection features that would provide adequate protection as explained in Response AZ-14.

CC-31 See Response BJ-7 regarding automatic aid agreements and service to the Project from the new Harmony Grove Village fire station.

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CC-31 cont. It has recently come to light that CSA107 will not be merging with Rancho Santa Fe Fire. Instead Cal Fire and San Diego County Fire Authority will be handling it which may involve staffing by volunteer fire fighters. I have not seen any response or attempts to contact proper authorities in either of these organizations regarding the heavy dependency the proposed Valiano project has on the new Harmony Grove Village fire station. It is for this reason I feel that the FPP and the DEIR need to be re-evaluated and inclusive of these organizations.

CC-32 The FPP also needs to study the number of apparatus and staff that will be present at the Harmony Grove Fire Station (as well as other surrounding mutual aid stations in Escondido) to ensure there is enough to support mutual aid calls. Just because a station or fire protection district agrees to mutual aid, does not mean they are obligated to respond. For example, if the Harmony Grove station was in place during the Cocos fire, they most likely would not have provided mutual aid to the Valiano project area because they would have to have resources to protect their fire protection district that was under threat.

CC-33 In addition, Eden Valley residents have to pay an annual fee to Cal Fire as we are part of their service area, yet I was unable to find any attempts to reach out to Cal Fire in our public documents request or in the DEIR. Again, the Fire Protection Plan and the DEIR need to be pulled back and new studies need to be performed by all service areas that will be responsible for the Valiano project area. This is especially necessary given the number of waivers pertaining to fire safety that are being granted by San Marcos Fire. Additionally, those waivers should be based on mutual agreement by all resources expected to provide mutual aid given the dependency on them in this DEIR and FPP.

CC-34 9. Given the fact that this projects FPP relies heavily on both the Escondido Fire Department and the proposed station in Harmony Grove Village for mutual aid to meet county standards, consideration should be given to redrawing the areas of responsibility for fire service. As a former fire fighter, I see that Escondido and Elfin Forrest Fire will be the primary responders 90% or more of the time.

CC-35 10. Each lot owner would be individually responsible for the fuel modification maintenance on property lots, including all measures included in the FPP. Property owners would be members of a legally constituted HOA which would support the maintenance of common areas (including roadsides) in perpetuity. Please refer to Appendix L for specific requirements for the ongoing fuel modification maintenance.

Project Design Features for Homes with Reduced Defensible Space

The following Project Design Features would be included for each dwelling within the Project site that provides more than a 100-foot defensible space, but less than 150-foot defensible space required by the SMFD.

- The following lots fall below the 150-foot defensible space requirement: 1, 3, 4, 119-123, 127, 135, 149, 150, 158, 162, 163, 170, 171, 258, 268 and 289 and shall be called out on a separate plan sheet in plan submittal. The plan sheet for these dwelling units shall list the following requirements shown below.

CC-32 Section 4.1 of the FPP studied the number of apparatus and staff available to serve the Project, and determined that there would be enough resources to support mutual aid calls to the Project.

CC-33 The Proposed Project is in a Local Responsibility Area with the SMFD as the fire authority with jurisdiction and responsibility for emergency services for the bulk of the Project. The SMFD has mutual aid and automatic aid agreements with local and surrounding fire departments to assist with providing emergency services for the area. Also see Response BJ-7.

CC-34 The Escondido Fire Department has been involved in reviewing and commenting on the Project and understands that the Project would remain within the SMFDP. The Escondido Fire Department never requested that the Project be added to their fire district. The Project would pay its fair share to the Harmony Grove Fire Station to the satisfaction of the serving fire department [fill in CSA 107 or RSF once it's finally resolved].

CC-35 The FPP concludes that enhanced ignition-resistant measures on the structure, the area between the structure and the property boundary, and the limited use and construction of fire deflector walls for areas with less than 150-foot FMZ's at key locations, would mitigate the fire hazard at those locations within the Project. The SMFD reviewed and approved the FPP, after specifically reviewing each of the listed lots. Some of the lots include fewer than 150 feet of defensible space. The entire proposed development is in a very high to moderate Fuel Hazard Severity Zone or within a wildland urban interface area. There are structures which are along the periphery of Coronado Hills and other open space areas. The FPP documents that the FMZ along these perimeter areas meet the standard fuel modification distances or shall have required enhanced mitigation measures (e.g., fire deflector walls, duel pane tempered glass for all windows facing perimeter fuels, exterior water sprinklers for structures facing fuels, etc.).

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CC-35 cont. Did San Marcos Fire sign off on these lots since their defensible space is less than the requirement? If so, is this considered another fire waiver for the project? Have the other mutual aid fire departments signed off as well?

Are any of these lots on the periphery of the project adjoining the Coronado Hills, adjoining any of the open spaces outlined in the DEIR, or other fire prone areas? If so, this appears to be a major issue as the limited defensible space may be adjoining fire prone areas which could accelerate the spread of fire causing loss of life and property.

11. The Project could be inconsistent with the FPP if there is no service agreement between the Applicant, CSA/HGF authority, and SMFD to facilitate service. Therefore, prior to occupancy of any structure that does not meet the five minute travel time according to Figure 7 of the approved FPP, either the Harmony Grove Fire Station must be in operation and providing service, or alternate mitigation measures must be provided to the satisfaction of the County Fire Authority and the PDS Director. The fire station construction is expected to be funded by mid-2016 and operational by 2017. A two-acre lot has been transferred to the County for the new fire station and a Community Facilities District (CFD) has been established as the funding mechanism. Impacts are less than significant with completion of the service agreement and construction and operation of the fire station.

CC-36 The above requirement should be met prior to the start of grading for the project. Fire ignitions during the grading process are common. Two recent large fires were started during grading operations: the 2014 Bernardo fire was started by a backhoe and the 2013 Harmony Grove fire was started by heavy grading equipment working on Harmony Grove Village.

Given the estimated 7.5 minute response time by San Marcos Fire, any fire started at the base of the Coronado Hills, where there will be heavy grading and blasting operations for the Valiano project, will see extremely fast rates of spread as the fire will run uphill. By the time San Marcos fire could be onsite the fire could easily be threatening homes in Eden Valley and the Coronado Hills. Thus it is imperative that all fire protection measures, noted as required for occupancy, must be in place prior to the start of grading for the project to ensure the safety of the existing area residents.

12. Pg 2.9-20 "Further, the Project would specify maintenance requirements to provide fire safety."

CC-37 What are these maintenance requirements and who will be responsible for performing them? This is not noted in the Fire Protection Plan or DEIR documents.

13. "The FPP concluded that any wind or topography driven wildfire burning under a northeast (Santa Ana) wind pattern creates a very high wildland fire hazard, especially for wildland fires starting off-site north and northeast of the Proposed Project site."

CC-38 According to this statement the fire dangers are seen as a wildfire burning through the cities of San Marcos or Escondido as they are located to the north and northeast of the project site. This

CC-36 The temporary Harmony Grove Fire Station is now in place and staffed with full-time paid firefighters; therefore, fire service would be available to the Project site prior to the start of grading.

CC-37 Section 4.5.3 of the FPP addressed this comment regarding maintenance requirements. Section 4.5.3.7 states that the HOA would be responsible for the maintenance requirements.

CC-38 The FPP addressed different worst-case scenarios, including south to southwest moderate to strong winds and the potential fire danger. Also see Response AZ-14.

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- CC-38
cont. clearly indicates that the study was for the San Marcos area as this statement would be correct for the city of San Marcos.

I believe these scenarios to be an unlikely scenario here in Eden Valley and have never occurred in the 13 years I have been a resident. The three times I have had to evacuate my home in Eden Valley were all due to fires that started to the west, south, and southeast of Eden Valley that were being driven by winds primarily out of the west.
- CC-39 14. Page 29.20-21 of PSD2013-SP-13-001-DEIR-Chap2.9-Hazards.pdf concludes that the wild land fire hazards would be less than significant. I do not see any study or consideration for a fire that starts west of the project with winds blowing from West to East, which is the dominant wind in the area, and is the exact scenario that occurred in the Cocos fire and other major fires in the local area. A study should be conducted about such an occurrence. Given the terrain of the area, embers will be raining down on the development from above, which is what occurred in this area during the Cocos fire. In addition, 90 to 95% of the project area burned in the Cocos fire which I would think would warrant more stringent study.
- CC-40 15. In the Fire Protection conclusion I do not see any mention of the Sprinter track crossings. It is known that the roads at all of the Sprinter crossings are already impacted by traffic. In addition, it is also known that the NCTD is planning to increase the frequency of Sprinter train trips through the area which will further impact response times. These impacts to response times from San Marcos Fire should be included in this study.
- CC-41 16. How can the fire protection summary be less than significant when the entire project will be relying on mutual aid agreements for 100% of the project area? In addition, the mutual aid agreement is based on a fire station that has not yet been built or fully funded. It also makes incorrect assumptions that it will become part of Rancho Santa Fe Fire. I also see no mention or study of what type of fire apparatus will be present at the new station, number of personnel expected to be manning the station, or hours of operation of the station. Currently the Elfin Forrest Fire Station is manned by volunteer fire fighters and at times may have as few as 1 to 3 firefighters which can limit their ability to respond to mutual aid calls.
- CC-42 17. The Fire Protection conclusion is also based on a planned implementation of RCIP, which if implemented on time, would be a very new system by the time the project is built. Thus, if RCIP is implemented it may not reach full effective use for a year or two after implementation. It seems that the fire protection conclusion is once again relying on something that is not yet in place and known to function well in this area, further study is needed.
- CC-43 18. When the above considerations are coupled with the various waivers the developer has been given for road widths, reduced FMZ for some lots, the need to attain easements for the FMZ, variations in the vegetation management program, etc... I fail to see how this all equates to a less than significant finding. More study is needed to validate this finding.

- CC-39 See Response CC-38 regarding fire scenarios studied in the FPP. Also, the FPP states that one of the greatest risks with worst-case fire scenarios is the flying ember that can originate as far as 2 miles. As a result, design features were incorporated into the Project, including fuel modification zones, use of enhanced ignition resistant building materials, and other enhanced fire and building code requirements. See discussion of this subject in Sections 4.5 and 4.5.3.2 of the FPP.
- CC-40 See Response I-55 regarding the SPRINTER crossings and calculation of travel time.
- CC-41 The FPP documents that the response with SMFD resources, mutual aid, and auto response resources from surrounding communities and jurisdictions can provide emergency services required for the Proposed Project. In quick order, other resources can be ordered including air, crews, engines resources, etc. from CAL FIRE, the County, and federal agencies. The temporary Harmony Grove Fire Station is now in place and staffed with full-time paid firefighters, and the Elfin Forest Fire Station remains in place.
- CC-42 Section 4.1 of the FPP acknowledges that RCIP may not be implemented before construction and occupancy. In recent communication with the EFD, RCIP implementation is currently delayed and not yet implemented. The FPP conclusions are not based on the implementation of RCIP.
- CC-43 The FPP includes restrictions on specific building materials and methods suitable for building in high fire hazard severity zones as identified by CAL FIRE (even though the Project is located in a Moderate fire hazard zone within the San Marcos Fire Protection Zone Map). In addition, the FPP identifies a series of other measures such as minimum water supplies, automatic fire extinguishing systems (interior sprinklers for

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CC-43
cont. all homes and enhances extinguishing systems/sprinklers for identified structures along the Project perimeter) and roadway widths. Overall, the development includes a redundant layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes and result in communities that are less vulnerable to wildfire.

The approved exception request for a short section of Hill Valley Drive would not affect fire safety, as explained in Response E-6. All lots with reduced FMZs would have enhanced fire protection measures. Also, the FPP has been revised to eliminate easements for off-site fuel modifications. More study is not required.

Public Services:

- 1. The Proposed Project site is located within the service area of the Escondido Union School District (EUSD) for K-8 education, and the Escondido Union High School District (EUHSD) for grades 9-12. EUSD serves more than 18,000 students in 23 schools. EUHSD serves the major portion of the City of Escondido and portions of the surrounding unincorporated area, and has more than 8,500 students across three high schools and one continuation campus. Additionally, EUSD opened a new high school, Del Lago Academy, in August of 2013. In the EUSD, Rock Springs Elementary School and Del Dios Middle School are the schools that would serve the plan area for the Proposed Project, and are located approximately 2 and 1.5 miles from the Project site, respectively. The nearest high school to the Proposed Project area within the EUHSD (which would serve the Proposed Project) is San Pasqual High School, located approximately five miles from the Project site.

According to Google maps, the Del Largo Academy is 2.7 or 3.2 miles, depending on the roads taken, from the intersection of Mount Whitney Road and Country Club Drive – which is the closest point the proposed project is to the school. It should be noted that Del Largo Academy is a charter school and not all students will be able to automatically attend this school. To reach Del Dios Middle school the distance is 2.1 to 2.8 miles and Rock Springs Elementary is 3.9 miles away. The measurements described above must be as the crow flies and should be adjusted to reflect actual driving and walking distances.

- 2. The closest station to the Proposed Project site, Fire Station #3, is located at 404 Woodland Parkway in San Marcos, approximately 1.5 miles from the Project site. The station is fully staffed 24 hours per day by five personnel. Equipment includes one paramedic assessment engine company, one paramedic ambulance, and one cross-staffed type III Wildland Engine (City of San Marcos 2013). In 2011, the SMFD responded to 7,136 emergency calls (or an average of approximately 20 total daily calls to the four stations), 70 percent of which were

3.1.7-1

*Valiano Project
Public Review Draft Environmental Impact Report*

*Section 3.1.7
Public Services*

medical emergencies. The department, on average, arrived on scene for medical and rescue emergencies 4 minutes 47 seconds after receiving notification from dispatch (SMFD 2011).

According to Google maps the fire station is actually 2.8 miles away from the closest primary access point to the project. The above paragraph makes it sound closer than it actually is and it should be corrected. Assuming that the estimated 7.5 minute response time noted in the FPP and DEIR was calculated on the erroneous 1.5 mile distance to SMF station #3, it should be

CC-44 Response

CC-45 Response

COMMENTS

RESPONSES

CC-45
cont.

recalculated using the proper distance. According to documents in the DEIR this calculation is made on an average speed of 35MPH. Thus at the new distance the response time is 8 minutes. This response time does not appear to take into account that there is no way to reach the project site without crossing the Sprinter train tracks. Should a responding engine encounter a train at an intersection, the response would be further delayed an additional 3 to 4 minutes.

These distances and San Marcos Fire response times all need to be re-evaluated.

In addition, the later paragraph states that the closest Escondido fire station is 3.1 miles away, when it is in fact 2 miles away (from the intersection of Kuana Loa and Country Club Drive) according to Google maps and they do not have any railroad crossing. This means that Escodido fire will be able to provide more adequate response times than are noted in the FPP and DEIR.

Again, the redrawing of areas of responsibility needs to be considered given the density of this project, its fire history, and response times for San Marcos Fire to ensure the safety of area residents.

CC-46

- 3. As described in the Valiano Specific Plan and noted in the Project Facility Availability Forms, police protection services for the Proposed Project would be provided through the San Diego County Sheriff's Department, under contract with the City of San Marcos. Specifically, the Project would be served by the existing Sheriff's San Marcos Station located at 182 Santar Place (approximately 1.5 miles northwest of the Project area). This station serves a population of more than 111,000 residents located in the station's service area of over 100 square miles (San Diego County Sheriff's Department 2013a). The Sheriff's San Marcos Station provides law enforcement services to the City of San Marcos as well as the unincorporated communities surrounding the station including parts of Escondido, Harmony Grove, Elfin Forest, Lake San Marcos, Mountain Meadows and San Pasqual Valley.

According to Google Maps the Sheriffs station is actually 2.8 miles from the nearest primary entrance to the project, not 1.5 miles as described above. Every distance I have checked in the DEIR appears to be off my one or miles according to Google maps. Each and every distance noted in the DEIR needs to be confirmed.

CC-47

- 4. Average travel times for the San Marcos Station of the San Diego County Sheriff's Department to unincorporated areas of the County (such as the area of the Proposed Project) from January 1, 2012 through December 31, 2012 were: 0.7 minutes for Priority 1 calls (note: only one Priority 1 call to unincorporated County areas occurred in this time period, and the responding officer was already on scene before the call was received), 19.2 minutes for Priority 2 calls, 24.8 minutes for Priority 3 calls and 51.7 minutes for Priority 4 calls. This includes specific areas both more urban and more rural than the Project site.

Since the nearest Sherriffs station is approximately the same distance away as the nearest San Marcos fire station, how will the Sherriff provide a faster response time than fire? I suspect that they will have the same, if not longer, response times and believe further study is needed. In addition, studies show that with more population density comes additional crime and fire risk. I see in the report that it will take the Sherriff's department just under 20 minutes to respond to

CC-46 Using Google Maps, distances better described in driving distance have been revised in the Final EIR.

CC-47 The quoted EIR section lists average travel times based upon available records and does not state that the listed times would be the exact travel times in the future. It is possible that the Sheriff response would not be faster than the fire response. Service demand would be likely to increase with implementation of the Proposed Project, but it is anticipated that expanded police protection services would be funded, as necessary, from increased property taxes and other revenues to the County resulting from the Proposed Project. The response times from the Priority 1 call are not irrelevant; the circumstances under which that call took place were disclosed and it would be possible for an officer to be on scene or near scene for a future call.

COMMENTS

RESPONSES

CC-47 cont. any call – the note about response times on the priority 1 call are irrelevant per statements made in the report showing that the officer was already on-site of the call.

Grading

CC-48 1. The proposed blast areas seem to be very close and down slope of existing homes. In particular the Neighborhood 3 blast area appears to be right up to a neighboring property line. What studies have been performed to ensure that these blasts do not disrupt existing properties above them?

CC-49 2. The grading plan shows extensive grading activities very near or adjacent to existing Eden Valley homes. I do not see how Integral will be able to keep dust and airborne particulate from entering our homes and coating our properties in dust. Yes, they state that they will be watering the project throughout grading operations, but we have already witnessed how little this does in controlling dust with the development of Harmony Grove Village. Additional dust mitigation measures should be studied to ensure existing home owners living adjacent to or near the project site are not affected.

CC-50 3. The proposed project will require an extensive amount of grading to occur, yet states that the project follows the natural contours of the existing land forms. If this statement were true, less grading would be required. I see an extensive use of retaining walls, steep grades, and cut and fill operations in this grading plan and think that the project plan should be re-evaluated to require less extensive grading and use of retaining walls.

Air Quality
PSD2013-SP-13-001-DEIR-Chap2.2-Air-Quality.pdf

CC-51 1. “The annual average temperature in the Project area is approximately 55 degrees Fahrenheit (°F) during the winter and approximately 74°F during the summer. Total precipitation in the Project area averages approximately 16.2 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer (Western Regional Climate Center 2012). “

The above statement appears to be grossly inaccurate for Eden Valley. The valley is typically 10 degrees warmer than Escondido and San Marcos in the summer and 10 degrees cooler than those areas on average in the winter. As this is a valley it tends to trap warm air in the summer and cold air settles in during the winter. The rainfall averages are also grossly inaccurate; the US Climate Data shows it as being 10.6” for Escondido. According to US Climate Data the temperatures and average rainfall numbers are:

CC-48 See Response K-149a regarding the requirement for a blasting plan, which would ensure that blasting does not disrupt surrounding properties.

CC-49 As stated in Table 1.4, the Project includes Project Design Features to control for dust and airborne particles during construction. Property owners have the right to file a complaint if they are being affected by dust and airborne particles.

CC-50 The Project has been designed to follow natural contours, to minimize grading, and to balance soils on site. The amount of grading represents the minimal amount to achieve the desired amount of units and open space. A reduced grading alternative was considered for the Project (see Subchapter 4.4 of the EIR) by eliminating the cul-de-sacs within each neighborhood. However, due to the reduced grading and smaller lot sizes, all of the Project objectives would not be achieved as no horses would be kept within the development and the variety of lot sizes of the Proposed Project would not be achieved. Therefore, to achieve all of the Project objectives, the amount of grading proposed would be necessary.

CC-51 The comment provides two different sources that show fairly similar data to the EIR; the comment claims the rainfall total is 10.6 inches for Escondido, while the EIR and the two provided sources show 16.2, 14.98, and 15.2 inches of rainfall annually. Similarly, the EIR’s average high temperature in winter (55 degrees) and summer (74 degrees) closely matches that of Escondido.org’s (56 degrees in December and 76 degrees in August). In addition, the meteorological information provided in Subchapter 2.2 is for informational purposes to provide the reader with a background on the setting of the Project area. Temperature is not a variable used in the modeling of daily emissions of criteria pollutants, and any variation from the weather information presented in the EIR to site-specific data would not affect significance conclusions.

U.S. climate data
Temperature - Precipitation - Sunshine - Snowfall

US Climate Data on [f](#) [t](#)

Home United States California

Monthly Daily History Geo & Map Weather Forecast You are here: United States > California > Escondido

Climate Escondido - California °C | °F

	Jan	Feb	Mar	Apr	May	Jun
Average high in °F:	69	69	71	75	78	82
Average low in °F:	43	45	47	51	55	58
Av. precipitation in inch:	3.03	3.43	2.64	1.14	0.24	0.12
Days with precipitation:	-	-	-	-	-	-
Hours of sunshine:	-	-	-	-	-	-

	Jul	Aug	Sep	Oct	Nov	Dec
Average high in °F:	87	89	87	81	74	68
Average low in °F:	62	63	62	55	48	42
Av. precipitation in inch:	0.05	0.08	0.2	0.71	1.18	2.13
Days with precipitation:	-	-	-	-	-	-
Hours of sunshine:	-	-	-	-	-	-

Escondido weather averages

Annual high temperature: 77.5°F
 Annual low temperature: 52.6°F
 Average temperature: 65.05°F
 Average annual precipitation - rainfall: 14.98 inch
 Days per year with precipitation - rainfall: -
 Annual hours of sunshine: -
 Av. annual snowfall: -

[f](#) [t](#) [+](#) [+](#) 2

Totally Free VIN Check
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 Get Full VIN Report- No Hit, No Fee

[Escondido Climate Graph - California Climate Chart](#)

According to Escondido.org the weather is:

CC-51
cont.

Weather

Escondido generally has warmer summers and cooler winters than the coast due to city's location.

Temperatures vary from an average of 56° in December to an average of 76° in August, with annual average rainfall of 15.2 inches and 263 sunny days per year. Escondido's climate is mild enough to allow cultivation of avocados, grapes, and oranges.



Average Temperatures & Precipitation

Information provided by the [Western Regional Climate Center](#).
For additional information, see [Comparative Data for Western States](#).

▼ **Period of Record: 1979 - 2010**

Month	Average Max. Temp. (F)	Average Min. Temp (F)	Average Total Precipitation
January	68.8°	43.0°	3.15"
February	69.2°	44.4°	3.54"
March	70.4°	47.1°	2.74"
April	74.6°	50.3°	1.14"
May	76.8°	54.6°	0.25"
June	82.2°	58.1°	0.13"
July	87.4°	62.0°	0.08"
August	88.7°	63.3°	0.08"
September	86.6°	61.2°	0.21"
October	80.2°	55.1°	0.63"
November	73.5°	46.5°	1.26"
December	69.1°	41.7°	1.60"
Annual	77.3°	52.3°	14.81"

► **Period of Record: 1900 - 1979**

The weather statements for the area need to be re-evaluated.

CC-51
cont.

COMMENTS

RESPONSES

CC-52
 CC-53
 CC-54

In conclusion, Integral Communities has done little to integrate their project into the existing communities of Eden Valley and Harmony Grove. They are simply going for the highest density possible without considering the safety of the residents who will occupy their project or the safety of those in the surrounding communities. They have also completely disregarded the visual impacts that this project will have on the local area. In my review of the DEIR, there appears to be a large amount of inaccurate and misleading data presented and I feel that the entire DEIR needs to be re-studied. I encourage the County of San Diego Planning & Development Services department to deny this EIR and request that Integral Communities take a more serious review of the impacts that their project will have. In addition, I feel that Integral Communities should be encouraged to work more closely with the communities surrounding the proposed area should they decide to move ahead with a new, less dense, plan.

Regards,
 Bill Osborn
 2952 Milpas Drive
 Eden Valley, CA 92029

CC-52 See Responses G-6 regarding the proposed density, and AD-5 and U-2a regarding the rural and semi-rural elements of the Project design. See above responses (CC-24 through CC-43) regarding fire safety.

CC-53 Visual issues have been objectively considered. The County Guidelines for Determining Significance and Report Format and Content requirements provide analytical tools to evaluate visual changes associated with a proposed project. Potential visual impacts on the surrounding area form the focus of the detailed Project VIA (Appendix B of the Final EIR), and Section 2.1 of the EIR, which were completed consistent with County requirements. These potential effects are explored in detail, with quantifications provided for grading, proposed homes, and acreages affected. Modified slopes, fire/retaining walls, community/privacy walls and sound barriers are described by location, length and height. Each of these issues is evaluated for potential visual effect, and Project design elements are applied or mitigation measures are proposed to attenuate potentially adverse effects.

CC-54 The County disagrees that the EIR contains inaccurate or misleading data. The EIR represents a comprehensive review of Project impacts and mitigation where such impacts would be potentially significant. See Response BH-2 regarding community input.

COMMENTS

RESPONSES

Ehsan, Beth

From: Kathryn Osborn <kathrynosborn@gmail.com>
Sent: Monday, June 15, 2015 12:16 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; edenvalleynews@aol.com
Subject: Valiano Draft Environmental Impact Report

Dear Ms. Ehsan:

My name is Kathryn Osborn and I've lived on Milpas Drive in Eden Valley for 3 years.

As you know, the Valiano project, as proposed, threatens to destroy the wonderful community I am a 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 my Community.

The main concerns I have relate to significant and unmitigable impacts for Aesthetics and Transportation/Traffic that will affect me personally daily.

Aesthetics - The project will be introducing elements that drastically change the aesthetics and visual character of my community in a permanent and significant way. None of the following will blend in with the existing character of ranch-style homes built in the existing topography of rolling hills:
• Extensive grading resulting in retaining walls, berms and manufactured slopes
• Two-story houses on graded pads
• The clustered nature of the development with very high density housing scattered around the project area.

I work from home and am in Eden Valley much of my time. These changes will remove the rural, natural view I have from my home and replace it with graded land, dense housing and lights.

Transportation/ Traffic - According to the DEIR, the project will have significant and unavoidable traffic impacts and no way to mitigate these impacts.

With the huge increase in traffic on Country Club, I worry that it will be very difficult to turn onto Country Club from Milpas. It could add minutes to every trip I make and make it dangerous to turn left off of my road in rush hour.

The intersection of Country Club and Auto Park Way is already majorly congested. Rush hour traffic backs up from the light at Mission and Auto Park Way to Country Club so that those wanting to turn left have to wait through multiple cycles of the light. What's going to happen when all the houses from HGV and Valiano go in? This is an unacceptable, unmitigated impact.

CD-1 Introductory comment noted. Specific responses to the comments on aesthetics and transportation/traffic are provided below.

CD-2 It is true that the Project would result in a significant short-term visual change. However, the Project is a semi-rural residential development similar to that of the Eden Valley neighborhood. See Response AF-22 regarding landform modification and AF-23 regarding retaining walls. All homes are supported by graded pads if they meet building standards within the last half of the 20th century. Two-story structures, although less common than one-story structures in Eden Valley, are not unusual in current views from Milpas Drive. Lots off Milpas Drive contain two-story structures that appear to be barn or storage facilities. Homes on the slopes west of Milpas contain two-story homes and homes with two-story architectural protrusions. Homes east of Country Club Drive are generally two-story in nature. See Response AD-3 regarding the clustered nature of the development.

A review of Google Earth indicates that the commenter's views to the north and east would not change as the Project is located to the southwest and west of the commenter's address. Views straight to the south also would be unaffected by the Project, as those parcels are not included in the Proposed Project. The portion of the Project southwest of the commenter's property and south of the access road would be in protected oak easement and biological open space (see EIR Figures 1-11, Open Space and Recreation, and 2.4-10a, Biological Open Space), with homes on the south side of that parcel abutting existing homes in Eden Valley. Views to the west would continue to be of three parcels with residential/rural uses on them, with potential views to Neighborhood 4 homes to the west of those parcels. Based on the return address provided, the existing views would largely be maintained. Developed Project elements would

COMMENTS

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- CD-2 be located behind intervening existing/retained views to the southwest and west, with interspersed and surmounting agricultural easement area to be visually notable. Above the Project continue the higher slopes and existing homes located there. Taking all these elements into consideration, the Project would be expected to change views from Milpas, but would not remove the closest elements in the commenter's rural/natural view, and would not substantially change the overall views available.
- Homes in the Project would have limited associated lighting, which could change night views to the hills. The Project would comply with the LPC, however, and light spill would be strictly controlled. See Responses U-2a and AG-1 regarding dark skies control overall as well as specifically related to street lights.
- CD-3 No changes to the existing access configuration allowing for full turn movements to/from Milpas Road onto Country Club Drive are proposed. It should also be noted that the Project analysis of vehicles entering/exiting the Project access roads of Eden Valley Lane and Mount Whitney Road, which are expected to carry 50 percent of all Project trips, were forecasted to operate at acceptable LOS C or better conditions. The Country Club Drive/Milpas Drive intersection would operate at an acceptable LOS with Project and cumulative traffic.
- Also, see Response K-167 regarding analysis of the Country Club Drive/Auto Park Way intersection.

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RESPONSES

CD-4 In conclusion, this project does not meet our community character and will make any trips I take more dangerous. I urge the developer to modify their plan and follow the vision of the General Plan and that of my Community.

Sincerely,
Kathryn Osborn

CD-4 See Response U-2a regarding the Project's semi-rural character and see Response CD-3 regarding traffic concerns.

COMMENTS

RESPONSES

Ehsan, Beth

From: Randy Panno <rjmotors@sbcglobal.net>
Sent: Monday, June 15, 2015 12:52 PM
To: Sibbet, David; Loy, Maggie A; Ehsan, Beth; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; KIMBERLY PANNO; KIMBERLY PANNO; Nextdoor Hidden Hills/Citracado
Subject: Opposition to "Proposed Valiano Development"

- CE-1 [First, We oppose and take exception to the following project and violations that will have major impacts on our community for years:
 a) violates the compromise made with community in the General Plan Update
- CE-2 [b) tips the scale of urban to rural residents (which goes against our community plan)
- CE-3 [c) destroys our rural nature, character, values and community - our Zoning is Rural Estates
- CE-4 [d) is the third time the applicant tries to increase their density in violation of the community's wishes.
Red Flag...increase Density which violates our community's wishes and integrity of Rural Estates Zoning and character...Enough said!
- CE-5 [e) creates a fire trap hazard due to single egress on a two lane road, multiple erroneous assumptions about the fire in their analysis, including saying "no major fires in the past 50 years."
Red Flag..."no major fires in the past 50 years"...We have been evacuated 3 times in the past 13 years...and the last "Major Fire in May 2014, the CoCos Fire came within 300 yards of our home...The chaos, confusion, and safety for our families, property and animals still haunts our Community
- CE-6 [f) has serious traffic implications (including evacuation) due to Country Club road being a 2 lane road which even the developer states will be degraded to a Level of Service F (equivalent of bumper-to-bumper traffic that slowly moves, aka a constant traffic jam)
Red Flag...All roads in our community are two lanes, under maintained and increased traffic with large equipment will make this very unsafe
- CE-7 [g) construction noise impacts on livestock
Red Flag...The constant construction noise, blasting and dirt/ dust will negatively impact our Families, Livestock, Domestic animals and the Natural animal habit is abusive and reduces our quality of life
- CE-8 [h) Many of us have been long time residents...we have been forced to deal with the JRMC Project with the Power Plant, Palomar Hospital and Stone Brewery all backed up to our Rural Estates Community...the constant noise, granite blasting, granite crushing, heavy equipment noise with hazardous exhaust and constant dirt and dust which has taken our right of peace and safety
- CE-9 [i) **Red Flag**...Last, but certainly not least...Water Conservation...California in is major drought...How can the developer in all good conscience justify the consumption of water to be used for grading, building and ultimately "proposed residents" and the impact on our water supply and quality of life? We are faced to reduce consumption causing our lifestyle, animals domestic or non-domestic, nature, and landscaping

- CE-1 Comment noted. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the Project proposal of a GPA.
- CE-2 See Response I-3 regarding urban/rural balance. Specifically applicable to the issue of urban versus rural residents, the Project is identified as semi-rural in nature (see Response U-2a).
- CE-3 See Responses I-7, I-8 and U-2a regarding the semi-rural nature of the Project, as well as many of the issues relating to overall character. Please also see Response AD-5 for character issues related to grading, fencing, etc. A rezone is proposed that would change the zoning of the Project from Limited Agricultural (A-70) and Single Family Residential (RS) to Specific Plan Area (S-88).
- CE-4 Regarding density increase, please note that the proposed density is semi-rural. Regarding a previous attempt to increase density, see Response AD-4. The zoning of the Project site is not "Rural Estates"; instead, the existing zoning is a mix of Limited Agricultural – A70 and Single Family Residential - RS (see Figure 3.1.4-3).
- CE-5 See Topical Response: Fire/Evacuations regarding fire evacuation and Responses CC-24 through CC-43 regarding fire safety.
- CE-6 Table 9-2 of the TIA (Appendix H of the Final EIR) shows LOS F operations in the Existing Plus Project Plus Cumulative condition. However, mitigation measures are recommended along Country Club Drive and at the Country Club Drive/Auto Park Way intersection to mitigate those impacts to less than significant. With the improvements to the Country Club Drive/ Auto Park Way intersection, LOS C operations are forecasted, as shown in Table 13-1 of the TIA. In addition, Country Club Drive would be widened to provide a center turn lane providing for an additional 5,000 ADT of capacity resulting in LOS C operations, thus effectively mitigating the Project's impacts along this segment as shown in Table 13-1 of the TIA.
- CE-7 See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

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- CE-8 Air quality and noise impacts from the Proposed Project (including cumulative impacts) are discussed in Subchapters 2.2 and 2.6. Where impacts would be potentially significant, mitigation has been proposed to reduce impacts.
- CE-9 See Responses C-2, C-8, C-10, K-99, and AV-2 regarding water usage and conservation.

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CE-10

j) The significant impacts in our Community are off the scale...Families Quality of Life, domestic animals and livestock ..wild animals/insects natural habits, breeding grounds for, but not limited to, animals, amphibians, reptiles, birds and insects which are established in our Community...We are enduring the constant noise from Helicopters Flying over head to Palomar Hospital, deliveries, steam, bottle dumping, on going construction at all times day and night at Stone Brewery, SDG&E Power Plant, and the End of our Privacy due to walking trails separating JRMC Development and our community, Hidden Hills, Eden Valley, Harmony Grove, Coronado Hills and Elfin Forest...

In closing, we must not allow developers to take away our quality of life...compromises are not the answers...If development doesn't enrich our community then enough said.

Kimberly Panno
Resident in Hidden Hills and Resident in Escondido for 51 years

CE-10

Biological and noise impacts from the Proposed Project are discussed in Subchapters 2.4 and 2.6. Where impacts would be potentially significant, mitigation has been proposed to reduce such impacts. The commenter is not specific about which walking trails would be separated. However, the Project would introduce multiple trails and other amenities open to the public, such as the public multi-use trail and neighborhood park. The Proposed Project would enrich the community through these amenities, as well as by providing semi-rural housing near major employment and educational centers.

COMMENTS

RESPONSES

Ehsan, Beth

From: zshokke@thegrid.net <i121128@thegrid.net>
Sent: Sunday, June 14, 2015 4:10 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; ?dianne.jacob@sdcounty.ca.gov; ?
dave.roberts@sdcounty.ca.gov; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com;
douglas.dill@att.net; efhgtc@gmail.com
Subject: Valiano DEIR

Dear Ms. Ehsan:

CF-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 Robert Petitmermet and I've lived on Cerro Pedregoso in Elfin Forest for 36 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, one of the last remaining examples of coastal chaparral, in San Diego County, the last of its kind west of the 15. 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.

CF-2

The following are but a few of my concerns with the project:

- 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 evacuation deals only an eastward route. At 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 the flames of the Coco's Fire 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 as are Harmony Grove Rd. and Elfin Forest Rd.

CF-3

- No analysis of the traffic impact on Elfin Forest Rd. was made in the DEIR. There are quite a few roads and driveways that currently enter on to Elfin Forest Rd. The increased traffic heading west towards the coast and "the 5" would make leaving our homes a nightmare (even if it were not during an evacuation. There is also a bottle neck at San Elijo Road.

Sincerely,
Robert Petitmermet

CF-1 Introductory comment noted. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and responses to specific comments, below.

CF-2 See Topical Response: Fire/Evacuations regarding fire evacuation.

CF-3 See Response AD-14 regarding analysis of traffic on Elfin Forest Road.

COMMENTS

RESPONSES

May 15, 2015

Fm: William & Merlyn Porter
2964 Milpas Drive
Escondido, CA 92029

To: Beth Ehsan
Land Use/Environmental Planner
County of San Diego Planning & Development Service

Info: Mark Wardlaw
Director, County of San Diego Planning & Development Service
Chairman Bill Horn
Supervisor District 5

Subj: Valiano Specific Plan PDS2013-SP-13-001 Notice of Public Review

CG-1 The Porter Family has resided at 2964 Milpas Drive for 29 years. We have **major safety** concerns not only for ourselves but for our neighbors with the Valiano Specific Plan as presented to your department.

CG-2 As expressed in previous letters to the Planning & Development Services we have no issues with any developer if they build to the existing General Plan. Eden Valley site is subject to the General Plan Semi-Rural Regional Category, Semi-Rural 1 (SR-1) and Semi-Rural 2 (SR-2) Land Use Designation which was approved years ago by the Board of Supervisors.

CG-3 We are concerned with a downgrade in the quality of life for us and other residents of this area due to not only this proposed development, but the Harmony Grove Village project of 742 homes that has already begun construction.

CG-4 Transportation
1. Country Club Drive is our access to & from Milpas Drive. The Valiano Project public review draft EIR shows the traffic between Hill Valley Drive to Eden Valley Lane will have a cumulative impact on our ingress & egress onto Country Club Drive. They indicate a **ADT of 10,050, LOS of F**. These studies are not accurate as to what the scenario will be when all the projects are built out! Milpas Drive is between Hill Valley Road and Eden Valley Lane.

CG-5 2. The County dedicated streets of Milpas Dr., Surrey Lane, Live Oak Dr. and all the unnamed dirt roads that require access to Country Club Drive are not included nor listed on Valiano's various maps. They only addressed their project and not the above streets that residents that will have to ingress & egress onto Country Club Drive.

CG-6 3. The conceptual improvements listed by Valiano for improvements at cross streets for the median at Hill Valley Drive (which we now understand is not to be an access road for their

CG-1 Introductory comment noted. Responses to specific concerns are provided below.

CG-2 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the proposal for a GPA.

CG-3 Comment noted. Cumulative analyses in the EIR took into account the cumulative impacts between the Proposed Project and nearby projects, such as the Harmony Grove Village project.

CG-4 See Response CD-3 regarding traffic impacts to Milpas Drive. In addition, the Project would provide mitigation along Country Club Drive from Auto Park Way to Kauana Loa Drive by implementing intersection improvements at the Country Club Drive/Auto Park Way intersection and providing left-turn pockets onto Project access roads at Eden Valley Road, Mount Whitney Road, and the two future access driveways.

CG-5 Per County Traffic Report Requirements, "the study area intersections should include the intersections of Circulation Element roads and intersections where project-related traffic adds traffic to the right and/or left-turn movement and exceeds the peak hour threshold." Since no Project traffic would be added to the right and left-turning movements at Milpas Drive, Surrey Lane, Live Oak Drive and the unnamed dirt roads mentioned by the commenter, analysis of these locations is not warranted.

CG-6 As shown in the TIA (Appendix H of the EIR) and EIR, LOS C or better operations were calculated at Project access intersections, and the queuing analysis provided for the 50 feet northbound left-turn pockets onto Project access roads resulted in no excessive queues given a low

COMMENTS

RESPONSES

CG-6 cont. project), Eden Valley Lane and Mt Whitney Rd. indicates a 50' pocket for left turn, but no 50' pocket for traffic coming from the named street for a left turn northbound on Country Club Rd. We believe the 50' pocket is not enough distances during peak hours. The drawings for the future streets 5 AN & 5AS are different then the above listed roads, why? We believe they should be at least the same as 5 AN & 5AS.

CG-7 4. Valiano has documented the issues for the road that directly affect their projects but no mention of the roads we listed in item 2. Is the County going to address the access issue to these roads with Valiano since all the residents on these roads are county **TAX PAYERS**? We recommend that Country Club Drive have a center median from Hill Valley Road to the New Harmony Grove Village project. This will at least provide all the residents a method to Ingress or egress their roads or driveways safely if the Board of Supervisors approve this project. Another solution is to implement what the Harmony Grove Village Network provided with a paved width of 36 feet for a 12-foot two-way left-turn lane for the majority of the roadway. If this is not feasible we would recommend **center left turn lanes** in accordance with (as indicated in the California Driver Handbook for all listed and non listed roads) that have to access Country Club Drive.

CG-8

CG-9 Fire Safety

1. We have experienced four major fires in the 29 years we have lived in Eden Valley. We were ordered to evacuate twice. The 2014 fire caused extremely hectic driving conditions on Country Club Drive during this period when Eden Valley and the surrounding area was required to evacuate with only a northbound exit and we can't imagine what it will be like when Harmony Grove Village 742 residents are asked to evacuate. It would be a disaster to clear everyone from the area in a timely fashion.

CG-10 2. It should be noted there was major fire burn in the Valiano project area with the 2014 Coco's fire! We suggest you review what happened in the San Elijo area to the residents of San Marcos that had to evacuate the area when one of their roads was closed because of the fire. It took some residents over two hours to leave the area because of the congestion! This is a major concern to us and the residents of Eden Valley. If the Valiano Project is approved as is it will directly affect the **SAFETY** of those trying to evacuate.

CG-11 Water

1. We are served by Rincon Water District and you have received their memorandums' of August 15, 2012 and April 29, 2015 concerning this project and their issues.

CG-12 2. We are now under California mandatory water conservation due to the five year long drought conditions and Rincon Water will be having a hearing on rate increases due to the lack of water resources. They stated in April 29th letter to the Planning and Land Use

CG-6 cont. amount of forecasted northbound left turns (maximum 16 PM peak hour inbound trips). A left-turn pocket is not warranted on Country Club Drive at these very low traffic volume roadways.

CG-7 See Responses CD-3 and CG-5 for why the named roads would not be impacted. There would be no change in access to/from Country Club Drive (i.e. all movements would still be allowed) for the residents living along Milpas Drive, Surrey Lane, and Live Oak Drive.

CG-8 The provision of a center two-way left-turn lane on Country Club Drive is not warranted based on the forecasted traffic volumes turning onto these roadways. See Response CG-7. Adding a center median would contradict the stated goal of maintaining access to Country Club Drive from the side streets.

CG-9 See Topical Response: Fire/Evacuations regarding fire evacuation.

CG-10 See Topical Response: Fire/Evacuations regarding fire evacuation. In addition, all routes identified for evacuation and alternate traffic control are subject to actual live conditions during a wildfire measures at the time of the emergency.

CG-11 See Responses C-2, C-8, C-10 and K-99 regarding the Project's reduced water usage compared to the baseline.

CG-12 See Responses K-99 and AV-2 regarding water usage and use of recycled water.

COMMENTS

RESPONSES

CG-12
cont.

Department that to obtain a 25% reduction they may have to place a suspension of new meters because of the drought. The drought will not end even if California has five good years of rain. The Department of Planning and Land Use should recommend to the BOS that this is a major concern that must be taken into consideration since it takes a lot of water to build and maintain a development of this size.

CG-13

It is our hope that the Board of Supervisors stick firm to their commitment that there would be a buffer zone of no growth north of Mt. Whitney Rd when they approved the Harmony Grove Village Project.

CG-14

The primary concern is there is major **safety issues** involved with this project.

Regards,
William A. Porter
Merlyn Porter

The project would require a General Plan Amendment to change the designation to Semi-Rural 0.5 (SR-0.5). Zoning for the site is Agricultural (A70). The site contains a one home to be removed and a historic barn to remain. The property is currently zoned A70 with minimum lots sizes of 1 and 2 acres. A Rezone would be required to reduce the minimum lot size and change the A70 areas to RS. A Specific Plan and Site Plan would establish setbacks, etc, which will vary across the five proposed neighborhoods.

CG-13 See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the need for a GPA.

CG-14 Specific concerns regarding safety issues with the Project have been addressed above (CG-4 through CG-10).

COMMENTS

RESPONSES

Ehsan, Beth

From: nancyef2010@gmail.com on behalf of Nancy Reed <nancy@elfinforest.net>
Sent: Sunday, June 14, 2015 9:02 PM
To: Ehsan, Beth
Subject: Valiano DEIR comments

June 14, 2015

Beth Ehsan

County of San Diego

Planning and Development Services

Via: Beth.Ehsan@sdcounty.ca.gov

Re: Valiano Draft Environmental Impact Report

Dear Ms. Ehsan,

CH-1 Thank you for the opportunity to comment on the DEIR for the Valiano General Plan Amendment, Specific Plan and Fire Protection Plan. This SPA is slated for rural, equestrian Eden Valley and next to Harmony Grove, Elfin Forest and Del Dios. All of these communities are rural, equestrian neighborhoods with large estate sized lots accommodating large animal keeping, farming and groves.

CH-2 The applicant's current zoning alternative is not appropriate as all of the alternative houses are exceedingly large (5 bedrooms). As the surrounding, existing neighborhood consists of mostly 3 bedroom, 2 bathroom homes, this alternative must be revised to more mirror the existing neighborhood.

CH-3 The Fire Protection Plan is totally inadequate on a multitude of issues. The FPP does not take into account the added population from the Harmony Grove Village. The FPP also does not address the traffic bottleneck at Country Club and Auto Parkway/Nordal Roads which will make evacuation of not only passenger vehicles impossible, it fails to take into account the multitude of horse trailers also attempting to evacuate. In addition the applicant has asked for a road width variance on Hill Valley from the San Marcos Fire Department. The requested width will NOT allow for two large vehicles (think fire truck and horse trailer) to pass.

CH-4 As a resident of Elfin Forest, a rural equestrian community, I have had to evacuate horses on several occasions. Last May, during the Cocos fire, it was impossible to evacuate west bound on San Elijo Road with horse trailers. As the wind shifted the fire in the opposite direction, myself, my neighbors and our families were not trapped. But we were only saved by the wind shift as evacuations were at a standstill due to the poor planning of the roads in a fire prone area. The applicant's FPP is worse than what is in San Elijo and if approved will lead to death due to the inability to evacuate. It is not if we will have another fire; it is when we will have another fire.

CH-1 Introductory comment noted.

CH-2 If the commenter is referring to the General Plan Density Alternative when stating the current zoning alternative, the amount of bedrooms were not stated and two to three bedroom houses could be possible. Regardless, five bedrooms would be reasonable based upon economic feasibility. In today's market for houses, two to three bedroom houses would be unlikely to be built on the lot sizes in the General Plan Density Alternative.

CH-3 The Project would improve private roads to meet the County's Private Road Standards, with the exception noted in Response E-6. See Topical Response: Fire/Evacuations regarding evacuation including animals. See Response K-196 regarding Project impacts in combination with other projects.

CH-4 See Topical Response: Fire/Evacuation.

COMMENTS

RESPONSES

CH-5 The County has identified Harmony Grove, Elfin Forest (Elfin Forest Recreational reserve), Del Dios and the surrounding environs as part of the Multi Species Mitigation Plan due to the vast amounts of existing native chaparral. Eden Valley is a part of these environs. This native “elfin forest” supports more endangered species than in any other place in the nation. The County has spent billions of our tax dollars to purchase land to preserve as a part of the Multi Species Mitigation Plan. It is crazy to allow the urban/suburban development proposed by this project in the middle of the Multi Species Mitigation Plan area. It not only defeats the purpose of the Multi Species Mitigation Plan; but puts people in the middle of a massive fire zone from all the protected chaparral.

CH-6 After the many massive fires in this area over the last 15 years (Harmony Grove Fire, Paint Mountain Fire, Witch Creek Fire (that burned into the Elfin Forest Reserve), Cocos Fire just to name a few), it is beyond reason to put this high density development in Eden Valley – it is just NOT SAFE.

CH-7 The DEIR states that this SPA is “smart growth.” This is categorically untrue! Eden Valley is rural – it does NOT have sidewalks, bus service, employment centers, grocery stores or any other amenity that is associated with “smart growth.” This SPA is urban/suburban sprawl and is incompatible with the newly implemented General Plan, the Community Plan and the County’s Strategic Plan.

CH-8 The traffic generated by this plan puts the roads at a level of service F. This can NOT be mitigated away except by lowering the density to the current General Plan designation.

CH-9 Of note, some of the traffic surveys were done on holidays and need to be redone and recalculated.

Thank you for your time in addressing the above referenced shortcomings of the DEIR for the Valiano SPA. I look forward to your response.

Nancy Reed

19902 Elfin Forest Lane

Escondido, CA 92029

nancy@elfinforest.net

CH-5 While the Project site is within the draft NCMSCP planning area, it is almost entirely outside of the PAMA. PAMA lands are the areas intended to be future preserve lands of the MSCP. As such, the Project site is not considered a priority area for conservation under the draft NCMSCP and Project implementation does not conflict with the draft NCMSCP.

CH-6 See Topical Response: Fire/Evacuations regarding evacuations.

CH-7 See Responses D-1, D-4a and I-15 regarding proximity to designated smart growth areas.

CH-8 Table 9-2 of the TIA (Appendix H of the Final EIR) shows LOS F operations in the Existing Plus Project Plus Cumulative condition. However, mitigation measures are recommended along Country Club Drive and at the Country Club Drive/Auto Park Way intersection to mitigate those impacts to less than significant. With the improvements to the Country Club Drive/ Auto Park Way intersection, LOS C operations are forecasted, as shown in Table 13-1 of the EIR Traffic Study. In addition, Country Club Drive would be widened to provide a center turn lane providing for an additional 5,000 ADT of capacity resulting in LOS C operations, thus effectively mitigating the Project’s impacts along this segment as shown in Table 13-1 of the EIR Traffic Study. On December 9, 2015, the Escondido City Council voted to approve the proposed mitigation to this impacted segment. The current General Plan designation on the site would result in the same significant near-term traffic impacts on Country Club Drive, which as described above the Proposed Project mitigation would also reduce to less than significant.

CH-9 No traffic counts were collected on holidays.

COMMENTS

RESPONSES

Property owner concerns to VALIANO SPECIFIC PLAN > Chapter 7

From County Provided Documents:

“7.0 Public Facility Financing/Phasing Plan
7.0 PUBLIC FACILITY AND FINANCING PLAN
7.1 OVERVIEW

This section of the Valiano Specific Plan provides the general framework for the financing and phasing of public improvements in the Plan area including: the proposed mechanisms for financing the cost of construction together with the operation and maintenance of those facilities; and the phasing of construction.

7.2 FINANCING OF PUBLIC IMPROVEMENTS

Development of the Valiano Specific Plan Area requires the provision of adequate public facilities and services. The following summary identifies on and offsite services required to be available at the time of need as well as description of financing options for their implementation.

7.2.1 Circulation Improvements

Internal streets within the Valiano Specific Plan Area are private and will be financed and maintained by the developer/HOA. Public road improvements and mitigation measures for traffic impacts are identified in the Valiano Traffic Impact Analysis. Community improvements include the following:

- Country Club Drive
- Mount Whitney Road
- Eden Valley Lane
- Hill Valley Drive

Road improvements to the offsite streets identified above will be financed and constructed by the developer as well as participating in the County of San Diego Traffic Impact Fee (TIF) program.

7.3

PHASING

The Plan area is comprised of five neighborhood components. The development timing of each neighborhood will be determined by market conditions. Within each neighborhood, construction of the Valiano Specific Plan would meet the following objectives:

CI-1

The Project would not add traffic to Calico Lane nor contribute to its maintenance. The Project would be required to improve Mount Whitney Road to meet County of San Diego Private Road Standards prior to Final Map recordation. Mount Whitney Road would not be converted to a public road because the projected traffic, including existing and Project traffic, falls below the 2500 trip threshold to require a public road. The future Valiano homeowners within the existing PRD boundary would join the PRD, as explained in Response BQ-5. The Mount Whitney Road PRD was formed in the 1970s and the taxes that have been contributed over the years have been spent to maintain the road throughout that time period for the benefit of current residents. As stated above, the Project would be required to improve the road above its current condition, thus the Project is not seizing any previous investment, nor would any maintenance funds be reimbursed to current PRD members. All funds in the PRD account would be used to maintain the road in the future.

COMMENTS

RESPONSES

- Provide for the order buildout of the community based upon market and economic conditions;
 - Provide adequate public infrastructure and facilities concurrent with construction of each phase;
- And
- Protect the interests of public health, safety and welfare.

CI-1
cont.

Response:

I reside on a private road (Calico Ln) that would be surrounded on (3) sides by this project. I commute to work each workday as well as travel to shopping, appointments, etc. While my close neighbors and I pay for the maintenance of Calico Ln, my property tax bill each year includes \$270 for the Mt Whitney Permanent Road District maintenance fund.

Will Mt Whiney be converted to a public road or will the future homeowners be joining the permanent Road District. Will previous improvements be reimbursed? Will any remaining maintenance funds be reimbursed? It does not seem fair if previous investments can be seized without a just compensation.

CI-2

Please see my fears illustrated in a photo taken in the coastal City of Encinitas. A developer promised road improvements. After grading, the housing market turned sour, so the developer stopped work. For over 5 years, the roads were left in disrepair. Mud flowed over what pavement there was during the rains. Will adequate funds be held in reserve by the county to complete improvements to Mt. Whitney Rd and Eden Valley Ln? Do we have a guaranteed time-frame from the time our road begin to be torn up by heavy equipment until improvements are complete?

Thank you.

Edwin Riley
1480 Calico Ln Escondido, CA

CI-2

Comment noted. Roadway improvements would be performed during the early phases of the Project. Due to the nature of construction, a time frame could not be guaranteed. The developer is required to enter into a secured road improvement agreement, giving the County the ability to step in and complete the road improvements if necessary.

COMMENTS

RESPONSES



COMMENTS

RESPONSES

Ehsan, Beth

From: Linda Roppe <roppe@earthlink.net>
Sent: Sunday, May 31, 2015 8:09 PM
To: Ehsan, Beth
Subject: Valiant Project

Dear Members,

CJ-1 [Kindly consider concerns of residents of Hidden Hills/Citricado/Eden Valley residents of Escondido.

CJ-1 [My husband and I have lived in Hidden Hills for eleven years. Our home directly overlooks Country Club Drive. This is a two lane road, traveled by traffic in both directions past homes and horse corrals. Currently the traffic level is at capacity as industrial trucks and consumer vehicles travel to work and shopping destinations.

CJ-2 [Today marked the opening of Harmony Grove Village. 750 homes are being compacted side by side with no back or front yards into this once open beautiful space. We estimate that this will add 3,000 people to the nearby area. The egress roads will be Country Club Drive and Harmony Grove Road as these people travel to work, the Albertson/Home Depot Shopping Center and Costco/Walmart Centers nearby. These two small streets will be the only way to the 78 and 15 freeways.

CJ-3 [It is absurd to compound the situation with the further addition of the Valiant Project. Not only will more homes and sewage treatment facilities, impact the environment and traffic pattern but
CJ-4 [also further disrupt the natural habitat of animals and vegetation, not to mention the view of Mt.
CJ-5 [Whitney.

CJ-6 [Please consider our concerns and pleas to block this unnecessary and disruptive project. Thank you for respecting the views and opinions of our neighborhoods.

I am available for further comment or input at roppe@earthlink.net and Linda Roppe', 2795 Canyon Oak Road, Escondido, Ca. 92029

CJ-1 Per County of San Diego traffic guidelines, traffic is rated on a scale of LOS A to LOS F, with LOS A representing the best operating conditions and LOS F the worst. Six existing segments of Country Club Drive were analyzed in the Project's TIA (Appendix H of the Final EIR). Four of these segments operate at LOS A, one at LOS B, and one at LOS C, all of which are considered adequate.

CJ-2 Harmony Grove Village would add up to 742 residences. Egress roads are not limited to Country Club Drive and Harmony Grove Road. Kauana Loa Drive provides an eastbound egress to I-15. The new Harmony Grove Village Parkway has opened that provides an eastbound egress, connecting drivers to Citricado Parkway and I-15.

CJ-3 The Proposed Project's addition of homes and sewage treatment facilities were analyzed throughout the EIR. Potentially significant impacts would be lessened or avoided through mitigation measures.

CJ-4 The Proposed Project's traffic impacts were analyzed in Subchapter 2.8 and environmental impacts were analyzed throughout the EIR. Potentially significant impacts would be lessened or avoided through mitigation measures.

CJ-5 Based on Google Earth, the commenter's home on Canyon Oak appears to be at an elevation of over approximately 700 feet amsl. The view to Mt. Whitney is west-southwest, and looks over other Eden Valley uses, the future Neighborhood 5 of the Proposed Project (approximately 0.2 mile away) and Harmony Grove Village in the direction of Mt. Whitney. The elevations of the proposed Valiano Project residential pads in Neighborhood 5 range from 638 to 897 feet amsl, whereas the Mt. Whitney elevation is recorded by Peakbaggers as being 1,736 feet amsl. Project-related residences would therefore be substantially below the Mt. Whitney peak, as well as backed by other intervening homes associated with Harmony Grove Village. Open views to the substantially higher Mt. Whitney upper slopes and peak associated would not be disrupted by Project elements.

COMMENTS

RESPONSES

- CJ-5
cont. In terms of impacts to habitat, proposed mitigation is commensurate with the proposed impacts and would occur in accordance with County and Resource Agency requirements. The Project is consistent with County Guidelines regarding impacts to biological resources.
- CJ-6 The comment expresses the opinions of the commenter, but does not raise an environmental issue within the meaning of CEQA; therefore, no further response is required.

COMMENTS

RESPONSES

Ehsan, Beth

From: Sadie Rose <sadierose82@gmail.com>
Sent: Monday, June 15, 2015 12:25 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: DEIR Comments please consider

Hello fellow citizens,

As city/county/federal workers we have voted you in to see to OUR best interest. I hope you will do this when considering your vote on the Valiano Project in Escondido.

I am a mother of 2 (second coming in September) and we moved to the Harmony Grove area just over 2 years. We love the peace and tranquility of this area and we are afraid that we are going to lose that. While we are all for development...we are not sure this developer has our best interest at heart. That is capitalism I suppose, profits before people. That is why we have elected officials to help keep these things in check. We have a number of issues in opposition with this...al I am sure you are familiar with.

Please reject this project. Your community is speaking to you and it is your civic duty to listen to us. The people. :) Thank you. Sadie, Ryan, Jackson, new baby, our goats, chickens, and dog. The Auers 2725 Kauana Loa Drive Escondido, CA 92029

Below I've outlined a few major problems.

Community and Land Use Example

• **General Plan Update:** In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.

• **Harmony Grove Village:** Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by

CK-1 Your opposition to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

CK-2 This is a repeat of comment AD-2. See Response AD-2 and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.

CK-3 This is a repeat of comment AD-3. See Response AD-3.

COMMENTS

RESPONSES

CK-3
cont.

keeping density in “the village” and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano’s proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.

CK-4

• **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.

CK-5

• **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look “rural” up in the dictionary. Valiano is not it. For me, rural means... [INSERT MORE OF WHAT RURAL MEANS TO YOU PERSONALLY, EG RANCH FENCING, BARNS, OPEN SPACE, WILDLIFE, ANIMAL SMELLS, SOUNDS ETC.] Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

CK-6

• **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). This is inconsistent.

CK-4

This is a repeat of comment AD-4. See Response AD-4.

CK-5

This is a repeat of comment AD-5. See Responses U-2a and AD-5 regarding area character, clustered housing, walls, grading and manufactured slopes, street lights, fencing, lack of gates, visual effects of cul-de-sacs, and use of the word rural.

CK-6

This is a repeat of comment AD-6. See Responses G-3 and G-7 for discussion of the EFHGCP’s direction regarding septic and Response AD-6 regarding design and screening of the WTWRF.

COMMENTS

RESPONSES

Ehsan, Beth

From: Al Said <a.said@fencecorp.us>
Sent: Wednesday, May 20, 2015 9:25 AM
To: Ehsan, Beth
Cc: 'allsaid'
Subject: Valiano EIR Comment

Chapter 2.8 Transportation /Traffic , page 25
M-TR-2- mitigation
A stop sign shall be installed on Mt. Whitney Road where one does not exist today, when warrants are met.

The above statement in the EIR is factually incorrect, as there exists a stop sign currently on Mt Whitney.

Al Said
1517 Country Club Drive
Escondido, CA 92029

CL-1 Thank you for the correction. See Response X-1a for where the update was made.

COMMENTS

RESPONSES

Ehsan, Beth

From: allsaid <allsaid@cox.net>
Sent: Wednesday, June 10, 2015 6:58 PM
To: Ehsan, Beth
Cc: Loy, Maggie A; Sibbet, David
Subject: Comment to Valiano PDS2013-SP-13-001 DEIR

Beth Ehsan,

1.2 (pg. 1-1) Planning Objectives
Develop a Community which compliments and responds to the unique topography and character of the plan area and surrounding areas.

CM-1

Comment: The Valiano Project is in direct conflict with the Eden Valley Community character which is single-family, rural-residential, and agricultural in use, with large lots, residential livestock keeping, dark skies, no sewer, no curbs, no street lights, no traffic lights, no sidewalks, low traffic volumes, and trails for all residents. Eden Valley generally remains in its natural state with density appropriate to existent zoning.

Valiano has 326 homes on 209 acres, 12 detached condo lots, and 54 lots could accommodate second dwellings.

1.2 (pg. 1-4) Planning Objectives
Design a safe and efficient circulation system that adequately supports the anticipated levels of traffic in and around the planned area that is pedestrian safe.

CM-2

Comment: According to 11.0 Access and Other Issues and 11.1 Access Road Discussion, they state "Project access is proposed via Eden Valley and Mt. Whitney Rd. all connecting to Country Club Dr." But Eden Valley and Mt. Whitney are private road ways for their entire length. They are currently paved curb to curb with less than private road standards of 24 feet. They will be graded to 28 feet for the 24 foot paved improvement. Eden Valley currently has 480 ADT. This roadway is expected to carry 1,862 ADT. Mt. Whitney's current ADT is 200, but will be increased to 1,662 ADT. Both of these roads, Mt. Whitney and Eden Valley, will be Valiano's main access roads to their development. These flow onto Country Club Dr., the main access out of Eden Valley, which is a rural, two-lane, tree-lined road with no curbs and commercial weight limits. All of these roads currently have no sidewalks and are used for pedestrians and equestrians. This is in direct conflict with the safety to the surrounding area Valiano claims it will have. The Valiano development will drastically effect the traffic and safety to the current residents of Eden Valley and their rural lifestyle.

Reference: Traffic Impact Analysis (pg. 18, sec. 5.11)

Significantly impacting congestion on roads that operate at LOS "E" or "F." If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to state CEQA guidelines.

CM-3

1.6.1 (pg. 1-6) Regional and Local Setting

CM-1

The "SR" portion of the SR-0.5 land use designation in the County is an abbreviation for "Semi-rural." The existing land use designation on the site and in the neighborhood is also semi-rural (SR-1 and SR-2). The rural themes relate to incorporation of horse properties in Neighborhoods 3 and 5, retention of equestrian elements in the southeastern portion of the Project in Neighborhood 5, incorporation of bridle trails along Project roads, including three-rail equestrian fencing, retention of agricultural elements/easement on Project parcels, etc. See Response AR-2 regarding sewer and septic questions. Sidewalks would be limited (see Figure 1-16 for locations). Trails would have decomposed granite. Asphalt berms are proposed instead of concrete curbs, precisely for their rural feel. No traffic lights are proposed as part of this Project. The locations of Project-proposed street lights are depicted on EIR Figure 1-30. With regard to street lights, see Response AG-1. Regarding trails, the Project would provide trails along primary Project roadways, including a provision for (currently non-existent) a public trailway along Mt. Whitney Road and along the portion of Country Club Drive that abuts Neighborhood 5. In this latter area, a trail would be provided along the north-easternmost portion of the parcel boundary, entering the Project to access the Neighborhood park and equestrian staging area before exiting at the Project's southern boundary adjacent to trail segments to be provided by Harmony Grove Village. Although Eden Valley contains a variety of rural and semi-rural uses, the majority of the "natural" area is on the Project site, where oaks and drainage areas still exist. The rest of the valley has largely been converted to private use. See Responses U-2a, AD-5, and K-11b as well as Topical Response: General Plan Amendment and Subarea Boundary

CM-2

The Project would improve Project access roads (Eden Valley Road, Mount Whitney Road, and the future entrance roads to the south) to County of San Diego Private Road Standards to the extent possible. If there are physical and structural limitations, it is possible that not all of Mount Whitney Road could be constructed to County standards. If this is the case, a design exception would be requested from the County. The County must ensure that the road is safe to grant the design exception. The Project also proposes a system of public and private trails and pathways for pedestrians, bicyclists, and equestrian users within the Project site as described in Subsection 1.2.1.2 in Chapter 1.0 of the EIR. Mitigation is recommended for each of the Project's impacts to County roadways.

COMMENTS

RESPONSES

This plan area's location near these transportation and services resources make it an ideal location for a "infill smart growth" project. The Harmony Grove Village Specific Plan abuts the southern portion of Valiano Specific Plan whereas the Harmony Grove Village Specific Plan is further from infrastructure as described above compared to the Valiano Specific Plan.

CM-3
cont.

Comment: That statement might be factual for the location of the Valiano Project, but under a false narrative. The Valiano Project does not meet SANDAG's smart growth criteria. The Harmony Grove Village Specific Plan's implementation was agreed to by the surrounding communities; and the number of homes was calculated with the county to support the commercial infrastructure and growth to the current zoning 2020 General Plan, so the build out would not disturb the current residents so dramatically as the Valiano Specific Plan, which will now surround the current community of Eden Valley. Also, Neighborhood 5 is not in the City of Escondido's sphere of influence, but falls within the Elfin Forest Harmony Grove Community Plan policy LU-1.5.3, which calls for large two acre lots, all horse keeping, no sewer. Neighborhood 5 is within the Harmony Grove Village limit line, which was designed to be a buffer to the existing community of Eden Valley as per the 2020 General Plan.

*2.6.1.4 Existing Noise Sensitive Land Uses
"Additionally, livestock located in the general vicinity project site may be sensitive to noise generated during construction activities."*

"The purpose of the noise ordinance include controlling disturbing, offensive, and excessive noise. Providing an environment in which noise is not detrimental to life, health, and enjoyment of property [...] securing and promoting the public health, comfort, convenience, safety, welfare, prosperity, peace and quiet of San Diego County and its inhabitants. (County Code Sections 36.401 [b], [d], and [e]."

CM-4

Comments: Though CEQA does not have any "noise level analysis" for hearing of farm/livestock and its effects, they are included in the DEIR's 2.6.4 Existing Noise Sensitive Land Uses. This project surrounds or is adjacent to many large animal-keeping properties. Eden Valley has a large horse-keeping population. There are many horse training and breeding facilities, also including a large three-tiered, permitted, first of the County's kind, breeding-training facility. It is well documented the "inherent nature" of horses and the risk involved with them. Horses have binaural hearing and can hear sounds concurrently. They can detect sounds, but not accurately detect location. This trait can cause a horse to easily be frightened with undetectable sounds. Horses hear frequencies which range from 55 to 35,500 Hz. A frightened horse can be extremely dangerous to itself, a rider, or handler. They are motion and sound sensitive, and their general instinct is to flee any situation which they perceive dangerous. Reactions usually consist of, but not limited to, bolting, spinning, kicking, bucking, or running away. Any large animal facility near construction or blasting will suffer unmitigated "safety and loss of property use."

Subchapter 2.6 Noise Mitigation Measures of a 12 foot high barrier erected along a length of "off site structures" might visually obstruct equipment but DO NOTHING for the resident's safety while working with livestock, not to mention the animals themselves.

CM-5

*Subchapter 2.6 Oversight Proposed Project Effects
The proposed projects geotechnical reports note that the site is underplayed by granite rock formation [...] Hard rock handling, ripping of materials, drilling of nonrippable materials, and breaking of oversized*

CM-3 See Responses D-1 and D-4a regarding Project proximity to smart growth areas. See Response AD-2 regarding the need for a GPA, Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding EFHGCP policy LU-1.5.1, Response K-129 regarding animal keeping, and Responses G-3 and G-7 for discussion of the EFHGCP's direction regarding septic versus sewer.

CM-4 The noise mitigation measures include a 12-foot barrier (M-N-7) to control noise from ripping, drilling, or excavation activities and equipment. The visual obstruction of the equipment is a major reason for the effectiveness of the noise barrier, as it blocks the direct path of sound between the noise source and the noise receiver. Based upon the noise analysis in the EIR, noise would be reduced to below a level of significance for sensitive receptors per County standards at the specified distances with a nose barrier for ripping, drilling, or excavation. The effectiveness of the noise barriers to reduce noise levels to below significance thresholds is confirmed by decades of empirical data and industry-standard noise models.

Blasting impacts would be mitigated with the implementation of a blasting control plan developed and approved according to established County Sheriff standards (M-N-9) that would ensure that blasting activities comply with all applicable federal, state, and County regulations. The Project would also implement Project Design Features to minimize blasting effects to livestock.

See Response K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

CM-5 See Response K-149b with respect to potential impacts to livestock.. Any evacuation of horses would be strictly voluntary; and the horse owner's decision whether to participate. Residents will be given at least 48-hour notice prior to blasting to make alternative preparations.

COMMENTS

RESPONSES

CM-5
cont.

materials via the use of a large dozer is one of the main noise issues related to proposed project construction [...] therefore impacts from ripping would be potentially significant (Impact N-7) [...] Impacts associated with breaker noise would be potentially significant (Impact N-8).

*Potential Blasting Locations Helix Figure 1-30
Notice to residents within or partially within 600 feet of blasting location and residents will be given the option to move their livestock to a designated remote location, and will be the responsibility of the blasting contractor.*

Comment: As a current horse trainer with 40 years experience, though this idea sounds good in theory, it is highly inadequate. Livestock not within the 600 foot radius will still feel the effects (vibration and noise) and can easily become injured, including handlers. Not all horses can be transported safely, and do not always get along with other livestock. Transporting them to an unfamiliar location without accommodations they are accustomed to can also pose a safety issue to them and their handlers.

CM-6

It is stated in the *Chapter 1.0 Project Design Features Table 1-4, pg. 1-38* “the remote locations will be identified on the blasting plan, and will be the responsibility of the contractor.” Will this blasting contractor be carrying “care, custody, and control” insurance? Will accommodations be made for hard-to-house livestock? Will transportation be provided for residents without trailers—at contractor’s expense? Will contractors have professional handlers to supervise horses and livestock in their care? What mitigation measures will be put in place for animals which cannot be safely transported?

CM-7

Valiano Existing Fuel Treatment Area Exhibit (PDF File: 2015-05-02)

Comment: Though fire is everyone’s concern, off-site property exhibits may fall into the “150 foot easement of the project required criteria of Zone 2. (SMFD Easement Agreement for Fuel Modification).” Valiano Development could dictate property owners use of the type of landscape on private off-site properties.

CM-8

*Valiano Fire Protection Plan (pg. 13 of 92) Map
Dated March 12, 2015:
However, Fire Wise 2000, Inc. did not find that any large fires had burned the project in the last 50 years. As stated earlier, existing and past agriculture activities in the majority of the project site has profoundly changed the native fuels. This history of agriculture in the area could be the reason and likely cause of no large catastrophic wildfires in the immediate area.*

Comment: False! The Cocos Fire, May 14 2014, one of 12 fires burning countywide burned over 35 homes and other structures, cost over \$28,000,000 total, and burned over 1,995 acres. Four major fires have burned through Harmony Grove since 1996.

CM-9

*1.3 Offsite Vegetation
“Western Boundary.” The western boundary is the most significant exposed to the project site. There are large interspersed, native fuel areas and residential structures. Ignition to these fuels greatest threat to the development would be by flying embers during above average 30 mph winds from the southwest and west. A wildfire approaching the wildfire perimeter along this exposure would be on a downhill slope. The fact is the*

CM-6

See Response K-149b with respect to potential impacts to livestock. All blasting planning and impacts and/or damages that may occur are the responsibility of the applicant and the blasting planning company. The Applicant is offering to relocate livestock during blasting as a service to the community and not as a mitigation measure. If the owner chooses to participate in this voluntary option, the owner would be responsible for the safety of his/her livestock.

CM-7

See Response I-49 regarding off-site fuel modification zones.

CM-8

Section 1.4.4 of the FPP has been revised to address this comment. The Cocos Fire was a disastrous fire. The FPP assumptions used to calculate fire behavior parameters for a worst-case scenario used more severe weather than that of the Cocos Fire. The FPP states that the worst-case climate parameters and assumptions used for the fire behavior modeling process were as follows:

- 1-Hour Fine Fuel Moisture of 2 percent
- 10-Hour Fuel Moisture of 3 percent
- 100-Hour Fuel Moisture of 5 percent
- Live Herbaceous Fuel Moisture of 30 percent
- Live Fuel Moisture of 50 percent
- 60 mph Santa Ana winds and 30 mph prevailing southwest winds

The Coco Fire conditions were not more severe than the assumptions listed above used to calculate potential fire behavior parameters during a worst case scenario wildfire incident. Therefore, more extreme assumptions in the FPP were used to provide the fuel modifications and other enhanced mitigations for the greatest protection to structures within the Project.

COMMENTS

RESPONSES

CM-9 cont.

worst-case weather conditions do not occur from this direction. Generally the winds from this direction have a higher relative humidity and lower temperatures (as opposed to extreme worst-case Santa Ana northeast winds).

Comment: The western boundary they are referring to is the 99 acres owned by Valiano and the additional optioned Valiano Properties that run along the base of Coronado Hills from Mt. Whitney to Hill Valley. The Cocos Fire started on the backside of Coronado Hills near Cal State San Marcos in San Marcos, crossed up over Coronado Hills burning 95% of Valiano's property, raged straight down to Mt. Whitney—which would be one of their main ingresses and egresses to their proposed development—to Country Club Dr., destroying two homes, three outbuildings, and numerous vehicles along Mt. Whitney; burning five to 10% of Neighborhood 5 in the process. It then made its way into the one-hundred year-old Spiritual Association community, burning an additional 35 homes, THEN headed into Elfin Forest.

CM-10

Many residents of the planned community of San Elijo were stuck for two to four hours, not being able to evacuate. Please study the cumulative effect of evacuation times of the Harmony Grove Village Project and the proposed Valiano Project on the existing Eden Valley community.

CM-11

Noise – Subchapter 2.6.6
Conclusion: The proposed project would result in significant on-site noise impacts related to traffic. Specifically, noise levels at project's exterior use noise control. Mitigation for this impact include two six-foot high noise sound walls located around the residential exterior use areas in Neighborhood 5.

Comment: Neighborhood 5 is the only portion of the Valiano Project that faces Country Club Dr. The conclusion is the noise level would have to be mitigated by sound walls. How about the existing off-site properties along Country Club Dr.? Should those not be mitigated by sound walls? The existing properties along Country Club Dr. should not be expected to accept increased noise levels generated by the increased traffic (both during construction and after build out) from this project. Please address noise levels and mitigation for existing affected properties.

CM-12

Personal Property Comments: We are 27 year residents of Eden Valley/Harmony Grove who own a horse training facility on the corner of Country Club Dr. and Mt. Whitney, one of the two main ingress and egress points of this project's 326 homes. Our property has a permitted barn that runs along our easement on Country Club Dr. and an arena that runs the length of the property on Mt. Whitney Dr. Our personal property will be subjected to extreme noise levels/vibrations/dust/traffic from the construction build out and future traffic. This development will create an extremely dangerous safety situation for our existing “noise sensitive land use” (2.6.6 Noise; 2.6.1.4 Existing Noise Sensitive Land Use) for our horses, handlers, and riders.

We request this developer to erect permanent sound wall protection on our property for the safety of our property, inhabitants, and livestock—similar to the adjacent proposed sound walls around residential exterior use areas along Country Club Dr. in Neighborhood 5.

Albert, Wendy, & Christopher Said
 1517 Country Club Dr.
 Escondido, CA 92029
 (951) 840-8260
 allsaid@cox.net

CM-9

The FPP addressed fires such as the Cocos fire with different worst-case scenarios, including south to southwest moderate to strong winds and the potential fire danger. The FPP includes restrictions on specific building materials and methods suitable for building in high fire hazard severity zones as identified by CAL FIRE (even though the Project is located in a Moderate fire hazard zone within the San Marcos Fire Protection Zone Map) and identifies a series of other items such as enhanced water supplies, automatic fire extinguishing systems (interior sprinklers for all homes and enhanced extinguishing systems/sprinklers for identified structures and fire deflection walls along the Project perimeter), non-flammable fire deflection walls, and roadway widths. Overall, the development includes a redundant layering of fire protection features that have been proven to increase ignition resistance of structures and landscapes and result in communities that are less vulnerable to wildfire.

CM-10

See Topical Response: Fire/Evacuations regarding fire evacuation.

CM-11

The EIR analysis determined that the Project related traffic contributions on nearby roadways would not result in off-site direct noise impacts (see Subsection 2.6.2.1). See Response K-139 with respect to potential impacts to off-site residences.

CM-12

Your property was modeled as Receiver R 39 in Table 2.6-3. The Proposed Project would not generate sound levels at your property in excess of County standards, therefore a noise wall would not be required. Additionally, the noise model did not include intervening existing residential homes and structures. These existing features would further reduce traffic noise levels to 60 dBA CNEL and below at these existing residential lots.

COMMENTS

RESPONSES



This email has been checked for viruses by Avast antivirus software.
www.avast.com

COMMENTS

RESPONSES

Ehsan, Beth

From: Al Said <a.said@fencecorp.us>
Sent: Monday, June 15, 2015 3:47 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; 'allsaid'
Subject: FW: Comment to Valiano PDS2013-SP-13-001 DEIR

Thank you for the opportunity to comment on the Valiano project (DEIR comments in the e-mail below).

Albert and Wendy Said
1517 Country Club Drive
Escondido, CA 92029
(760) 739-0237

From: allsaid [mailto:allsaid@cox.net]
Sent: Monday, June 15, 2015 7:38 AM
To: Al Said
Subject: Fw: Comment to Valiano PDS2013-SP-13-001 DEIR

Here's our commenys if you want to cc them to everyone and or add to them.
----- Original Message -----

From: [allsaid](#)
To: [Ehsan, Beth](#)
Cc: maggie.lov@sdcounty.ca.gov ; [David Sibbet](#)
Sent: Wednesday, June 10, 2015 6:57 PM
Subject: Comment to Valiano PDS2013-SP-13-001 DEIR

Beth Ehsan,

*1.2 (pg. 1-1) Planning Objectives
Develop a Community which compliments and responds to the unique topography and character of the plan area and surrounding areas.*

Comment: The Valiano Project is in direct conflict with the Eden Valley Community character which is single-family, rural-residential, and agricultural in use, with large lots, residential livestock keeping, dark skies, no sewer, no curbs, no street lights, no traffic lights, no sidewalks, low traffic volumes, and trails for all residents. Eden Valley generally remains in its natural state with density appropriate to existent zoning.

Valiano has 326 homes on 209 acres, 12 detached condo lots, and 54 lots could accommodate second dwellings.

*1.2 (pg. 1-4) Planning Objectives
Design a safe and efficient circulation system that adequately supports the anticipated levels of traffic in and around the planned area that is pedestrian safe.*

Comment: According to 11.0 Access and Other Issues and 11.1 Access Road Discussion, they state "Project access is proposed via Eden Valley and Mt. Whitney Rd. all connecting to Country Club Dr." But Eden Valley and Mt. Whitney are private road ways for their entire length. They are currently paved curb to curb with less than private road standards of 24 feet. They will be graded to 28 feet for the 24 foot paved improvement. Eden

CN-1 This is a repeat of comment CM-1. See Response CM-1.

CN-2 This is a repeat of comment CM-2. See Response CM-2.

COMMENTS

RESPONSES

CN-2
cont.

Valley currently has 480 ADT. This roadway is expected to carry 1,862 ADT. Mt. Whitney's current ADT is 200, but will be increased to 1,662 ADT. Both of these roads, Mt. Whitney and Eden Valley, will be Valiano's main access roads to their development. These flow onto Country Club Dr., the main access out of Eden Valley, which is a rural, two-lane, tree-lined road with no curbs and commercial weight limits. All of these roads currently have no sidewalks and are used for pedestrians and equestrians. This is in direct conflict with the safety to the surrounding area Valiano claims it will have. The Valiano development will drastically effect the traffic and safety to the current residents of Eden Valley and their rural lifestyle.

Reference: *Traffic Impact Analysis* (pg. 18, sec. 5.11)

Significantly impacting congestion on roads that operate at LOS "E" or "F." If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to state CEQA guidelines.

CN-3

1.6.1 (pg. 1-6) *Regional and Local Setting*

This plan area's location near these transportation and services resources make it an ideal location for a "infill smart growth" project. The Harmony Grove Village Specific Plan abuts the southern portion of Valiano Specific Plan whereas the Harmony Grove Village Specific Plan is further from infrastructure as described above compared to the Valiano Specific Plan.

Comment: That statement might be factual for the location of the Valiano Project, but under a false narrative. The Valiano Project does not meet SANDAG's smart growth criteria. The Harmony Grove Village Specific Plan's implementation was agreed to by the surrounding communities; and the number of homes was calculated with the county to support the commercial infrastructure and growth to the current zoning 2020 General Plan, so the build out would not disturb the current residents so dramatically as the Valiano Specific Plan, which will now surround the current community of Eden Valley. Also, Neighborhood 5 is not in the City of Escondido's sphere of influence, but falls within the Elfin Forest Harmony Grove Community Plan policy LU-1.5.3, which calls for large two acre lots, all horse keeping, no sewer. Neighborhood 5 is within the Harmony Grove Village limit line, which was designed to be a buffer to the existing community of Eden Valley as per the 2020 General Plan.

CN-4

2.6.1.4 *Existing Noise Sensitive Land Uses*

"Additionally, livestock located in the general vicinity project site may be sensitive to noise generated during construction activities."

"The purpose of the noise ordinance include controlling disturbing, offensive, and excessive noise. Providing an environment in which noise is not detrimental to life, health, and enjoyment of property [...] securing and promoting the public health, comfort, convenience, safety, welfare, prosperity, peace and quiet of San Diego County and its inhabitants. (County Code Sections 36.401 [b], [d], and [e]."

Comments: Though CEQA does not have any "noise level analysis" for hearing of farm/livestock and its effects, they are included in the DEIR's 2.6.4 *Existing Noise Sensitive Land Uses*. This project surrounds or is adjacent to many large animal-keeping properties. Eden Valley has a large horse-keeping population. There are many horse training and breeding facilities, also including a large three-tiered, permitted, first of the County's

CN-3

This is a repeat of comment CM-3. See Responses D-1 and D-4a regarding Project proximity to smart growth areas. See Response Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis regarding the need for a GPA and EFHGCP policy LU-1.5.1, Response K-129 regarding animal keeping, and Responses G-3 and G-7 for discussion of the EFHGCP's direction regarding septic versus sewer.

CN-4

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COMMENTS

RESPONSES

CN-4
cont.

kind, breeding-training facility. It is well documented the “inherent nature” of horses and the risk involved with them. Horses have binaural hearing and can hear sounds concurrently. They can detect sounds, but not accurately detect location. This trait can cause a horse to easily be frightened with undetectable sounds. Horses hear frequencies which range from 55 to 35,500 Hz. A frightened horse can be extremely dangerous to itself, a rider, or handler. They are motion and sound sensitive, and their general instinct is to flee any situation which they perceive dangerous. Reactions usually consist of, but not limited to, bolting, spinning, kicking, bucking, or running away. Any large animal facility near construction or blasting will suffer unmitigated “safety and loss of property use.”

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CN-5

Subchapter 2.6 Offsite Proposed Project Effects
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Potential Blasting Locations Helix Figure 1-30
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CN-5

This is a repeat of comment CM-5. See Response CM-5 and Response K-149b with respect to potential impacts to livestock.

CN-6

This is a repeat of comment CM-6. See Response K-149b with respect to potential impacts to livestock and Response CM-6 relative to liability.

CN-7

This is a repeat of comment CM-7. See Response I-49 regarding off-site fuel modification zones.

COMMENTS

RESPONSES

CN-8 *Valiano Fire Protection Plan (pg. 13 of 92) Map Dated March 12, 2015: However, Fire Wise 2000, Inc. did not find that any large fires had burned the project in the last 50 years. As stated earlier, existing and past agriculture activities in the majority of the project site has profoundly changed the native fuels. This history of agriculture in the area could be the reason and likely cause of no large catastrophic wildfires in the immediate area.*

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CN-8 This is a repeat of comment CM-8. See Response CM-8.

CN-9 *1.3 Offsite Vegetation "Western Boundary." The western boundary is the most significant exposed to the project site. There are large interspersed, native fuel areas and residential structures. Ignition to these fuels greatest threat to the development would be by flying embers during above average 30 mph winds from the southwest and west. A wildfire approaching the wildfire perimeter along this exposure would be on a downhill slope. The fact is the worst-case weather conditions do not occur from this direction. Generally the winds from this direction have a higher relative humidity and lower temperatures (as opposed to extreme worst-case Santa Ana northeast winds).*

Comment: The western boundary they are referring to is the 99 acres owned by Valiano and the additional optioned Valiano Properties that run along the base of Coronado Hills from Mt. Whitney to Hill Valley. The Cocos Fire started on the backside of Coronado Hills near Cal State San Marcos in San Marcos, crossed up over Coronado Hills burning 95% of Valiano's property, raged straight down to Mt. Whitney—which would be one of their main ingresses and egresses to their proposed development—to Country Club Dr., destroying two homes, three outbuildings, and numerous vehicles along Mt. Whitney; burning five to 10% of Neighborhood 5 in the process. It then made its way into the one-hundred year-old Spiritual Association community, burning an additional 35 homes, THEN headed into Elfin Forest.

CN-9 This is a repeat of comment CM-9. See Response CM-9.

CN-10 Many residents of the planned community of San Elijo were stuck for two to four hours, not being able to evacuate. Please study the cumulative effect of evacuation times of the Harmony Grove Village Project and the proposed Valiano Project on the existing Eden Valley community.

CN-10 This is a repeat of comment CM-10. See Topical Response: Fire/Evacuations regarding fire evacuation.

CN-11 *Noise – Subchapter 2.6.6 Conclusion: The proposed project would result in significant on-site noise impacts related to traffic. Specifically, noise levels at project's exterior use noise control. Mitigation for this impact include two six-foot high noise sound walls located around the residential exterior use areas in Neighborhood 5.*

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CN-11 This is a repeat of comment CM-11. See Response CM-11.

CN-12 Personal Property Comments: We are 27 year residents of Eden Valley/Harmony Grove who own a horse training facility on the corner of Country Club Dr. and Mt. Whitney, one of the two main ingress and egress

CN-12 This is a repeat of comment CM-12. See Response CM-12.

COMMENTS

RESPONSES

CN-12
cont.

points of this project's 326 homes. Our property has a permitted barn that runs along our easement on Country Club Dr. and an arena that runs the length of the property on Mt. Whitney Dr. Our personal property will be subjected to extreme noise levels/vibrations/dust/traffic from the construction build out and future traffic. This development will create an extremely dangerous safety situation for our existing "noise sensitive land use" (2.6.6 Noise; 2.6.1.4 Existing Noise Sensitive Land Use) for our horses, handlers, and riders.

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.5961 / Virus Database: 4360/10021 - Release Date: 06/15/15

COMMENTS

RESPONSES

Ehsan, Beth

From: Nicole Sestina <nsestina@gmail.com>
Sent: Monday, June 15, 2015 2:32 PM
To: Sibbet, David; Loy, Maggie A; Wardlaw, Mark; Blackson, Kristin; Ehsan, Beth
Cc: HO 2 HO; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; efhgtc@gmail.com; douglas.dill@att.net
Subject: Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

County Planning and Development Services:

CO-1 Thank you for the opportunity to comment on the above mentioned Draft EIR. I reside at 3007 Hill Valley Road in the beautiful area of Eden Valley. Our family moved to this wonderful community 2 years ago to escape living among clustered tract developments. As you may know, our property, along with all surrounding properties, are located in a semi-rural area with minimum acre lots zoned A70 – Limited Agriculture, intended for crop or animal agriculture. Currently I look out from my front porch and see about a dozen custom built homes scattered among the hill side of Coronado Hills. Since living in this property we have observed numerous creatures including deer, countless coyotes, hawks, numerous species of snakes, vultures, and even a weasel. Our current view and experience of encountering wildlife is congruent with what we would expect living in a semi-rural area. With the current Valiano proposal, nearly 50 tract homes would be packed into neighborhood 4 along that same hill side and with the current proposal, over 85% of these properties would be slotted to have lot sizes under .5 acres. This neighborhood, along with the entire Valiano project, is completely out of character for this valley.

CO-2 In learning about this proposed project I have conducted research and have learned that based on years of work and data, in recent years, the county adopted a General Plan. The County General Plan “reflects the County’s commitment to a sustainable growth model that facilitates efficient development near infrastructure and services, while respecting sensitive natural resources and protection of existing community character in its extensive rural and semi-rural communities.” As proposed, with a majority of lots under an acre, some even less than 6000 sq ft, making houses tightly clustered together, constructing artificial retaining walls, manufactured slopes, street lights, fencing and cul-de-sacs; the Valiano project in no way respects the sensitive natural resources or protects our existing community character. My hope is that the developer takes note of the importance of our community and build to the specifications of the San Diego General Plan

CO-3 Besides the potential loss of wildlife, the beautiful rolling hill topography and the threat to our community character, I have numerous concerns with this project as proposed. After losing a home in the 2003 Cedar fire, my greatest concern is safety.

- Wildfire and Evacuation
 - As a homeowner who had to evacuate during the Cocos fire, I fear that my family or neighbors would not be able to evacuate the area in a safe and timely manner. There is currently only one road providing ingress and egress to this valley. As our neighbors to the west living in San Elijo Hills learned, one exit strategy does not adequately address the danger of wildfires. My children attend San Elijo Middle School and the traffic congestion the day of the Cocos fire was terrifying. A simple shift of the winds and the outcome of no lives lost on that horrifying day could have been very different.

CO-4

- Traffic
 - Traffic already backs up, and at times takes numerous light cycles before being able to proceed at the intersections of Country Club/Auto Parkway, Auto Parkway/Mission, Mission/Barham and Nordal/78 Interstate. Two of these intersections are also impacted by the Sprinter track. My understanding there are talks of the Sprinters running every 15 minutes instead of every 30.

CO-1 Comment noted. See Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis and Response AD-5 regarding the Project community character consistency.

CO-2 Comment noted. The need for a GPA is addressed in Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis. See Responses K-11b, AD-3 and BH-3 regarding Eden Valley lots near the Project that are less than 1 acre in size. See Response U-2a regarding the clustered nature of the development and planned benefits of that consolidation. Also see Responses AF-23 and CC-22 regarding Project retaining walls, and Response AF-22 regarding manufactured slopes. In general, use of retaining walls results in reduction in grading footprint, and can result in preservation of additional habitat above perimeter walls as grading for (otherwise required appropriate slope gradient) can be eliminated. Response AG-1 provides information relative to street lights. Fencing and cul-de-sacs are addressed in Responses U-2a and AD-5, which also contain information relative to some of the other specified concerns noted here in more general terms. Additional information regarding consistency with community character is addressed in Responses G-7 and I-65.

CO-3 See Topical Response: Fire/Evacuations regarding fire evacuation.

CO-4 See Response K-160b regarding the Mission Road/Auto Park Way intersection, Response I-61 regarding SPRINTER impacts and the County Club Drive/Auto Park Way intersection, Response A-7 regarding the SR-78/Nordahl Road intersection, and Topical Response: Fire/Evacuations regarding fire evacuations. The Barham Drive/Mission Road intersection was analyzed in the Project TIA and impacts were less than significant.

COMMENTS

RESPONSES

CO-4 cont. More homes = more people making trips on these same roads = longer wait times. For sure this would be an inconvenience, but again my main concern is safety. In the event of an emergency how would first responders be able to access this valley in a timely manner or how would residents be able to evacuate safely? I do not feel this concern is adequately addressed in the Draft EIR.

CO-5

- Country Club Drive, the one and only street that provides access to residents of Eden Valley and Harmony grove is a two-lane undivided roadway with minimal shoulders and no sidewalks. Lacking sidewalks or trails, it is already quite dangerous when pedestrians are present. The proposed project will increase the traffic on this stretch of roadway increasing the safety concern for pedestrians.

CO-6

- The same is true for Kauana Loa Drive, which provided ingress and egress to the east of our valley, it too is an undivided roadway with minimal shoulders and no sidewalks. Again, pedestrian safety is a concern.

CO-7

- Noise
 - My property is situated overlooking the community of Coronado Hills, so we are not heavily impacted by the traffic noise Country Club. After living in clustered developments in the past my concern with noise is with potential home owners who could occupy the now quiet, agricultural setting. With people come many sources of noise; kids, dogs, lawn equipment, cars and countless other things. Currently we have one neighbor "across the street" which happens to be a dirt easement, with a 20 acre parcel. Because of the topography and the way the wind blows through this valley, typically from the northwest, we can hear our neighbors when they are outside simply talking. Just beyond our neighbors property the Valiano project is proposing constructing nearly 50 homes. The noise from all of these homes will travel through this valley, disrupting our quiet semi-rural environment. This does threaten our rural lifestyle.

CO-8

- Air Quality
 - The project would result in a significant decline in air quality in Eden Valley that would be harmful to us as well as all other residents of Eden Valley. The topography of Eden Valley results in frequent inversion layers. The construction and operation of the project as proposed, including the additional traffic, would result in a significant deterioration in air quality. This is acknowledged by the applicant in section 2.2 of the draft EIR.
 - "In addition, the Proposed Project would significantly contribute to cumulative construction and operational air quality impacts (Impacts AQ-2 and AQ-3, respectively). short of reducing the Project size, there are no feasible mitigation measures to reduce the Project's contribution to a less than considerable level. Accordingly, these impacts would remain significant and unmitigated.

CO-9

CO-10a To summarize, I have numerous concerns regarding the Valiano project as proposed, Through this process I have discovered that San Diego has adopted a General Plan that was developed through years of work and given great consideration. In developing the General Plan, members looked to 10 guiding principles, many of which Valiano is in direct contradiction.

CO-10b

- Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.

CO-10c

- Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.

CO-10d

- Ensure that development accounts for physical constraints and the natural hazards of the land.
- Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.

CO-10e

- Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.

CO-10f

- Preserve agriculture as an integral component of the region's economy, character, and open space network.

CO-10g

- Recognize community and stakeholder interests while striving for consensus.

CO-5 The Project would provide mitigation along Country Club Drive from Auto Park Way to Kauana Loa Drive by implementing intersection improvements at the Country Club Drive/Auto Park Way intersection, and providing left-turn pockets onto Project access roads at Eden Valley Road, Mount Whitney Road, and the two future access driveways to improve operations along Country Club Drive. For pedestrians, at the north end of Country Club Drive south of Auto Parkway the Project would install a 5-foot wide sidewalk for approximately 830 feet on the west side of the street. This would connect two currently disconnected sections of sidewalk; one extending approximately 220 feet southerly of Auto Parkway, and one extending approximately 1380 feet north of the intersection of Country Club Drive and Hill Valley Drive. A 6-inch curb and gutter would be located between the sidewalk and street pavement. As necessary, and focused on the area in the southern third of the improvement, some downslope grading would occur from the back of the sidewalk to existing ground. Three above-ground power poles in this area would be relocated west of the sidewalk or protected in place. On the east side of Country Club Drive, paralleling the new sidewalk segment on the other side of the road and wherever existing driveways would not interrupt the improvements, a 6-inch (street-side) asphalt berm would be backed by a 5-foot wide decomposed granite pathway.

In addition, the Project also proposes a system of public and private trails and pathways for pedestrians, bicyclists, and equestrian users within the Project site as described in Subsection 1.2.1.2 in Chapter 1.0 of the EIR.

CO-6 The Kauana Loa Drive / Harmony Grove Road intersection and street segment Kauana Loa Drive east of Country Club Drive were analyzed and impacts were calculated to be less than significant. In addition, the Project includes a Project Design Feature to improve Kauana Loa Drive from approximately 1,500 feet east of Country Club Drive to Harmony Grove Road. Improvements include traffic calming measures such as speed and curve signage, striping, "Bott's Dots" along the centerline, and radar speed signs in both directions approaching the angled curve along this segment. Figure 1-15c of the Final EIR provides a conceptual drawing of the proposed traffic calming features.

See Response CO-5 for information on pedestrians, bicyclists, and equestrian users.

CO-7 General incidental neighborhood noise (sometimes termed "nuisance" noise) generated from general residential activities may be audible at the commenter's residence but would be widely distributed throughout the area; no single event would be great enough to generate a significant noise increase to the off-site neighborhood residences. The County Noise Ordinance [36.404] establishes prohibitions for disturbing, offensive,

COMMENTS

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CO-7 cont.	or excessive noise and sets sound level limits for residential properties (a one-hour average of 50 dBA during the daytime and 45 dBA during nighttime hours). It is unlawful for any person to cause or allow the creation of noise that exceeds the applicable limits of the noise ordinance beyond the boundaries on which the sound is produced.
CO-8	The comment reiterates the summary included in the EIR. No response is required.
CO-9	See Response K-26b with respect to reducing air quality impacts through adopting a Project alternative with fewer residential units.
CO-10a	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. The Proposed Project would reinforce the vitality and local economy by providing housing units in proximity to major commercial and employment centers. The Project would reinforce the individual character of the existing communities through the semi-rural design of the Project, including conservation of open space, an agricultural easement, and equestrian and other recreational amenities.
CO-10b	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. The Proposed Project would set aside biological open space to preserve habitat and natural resources. Where the Project would impact sensitive vegetation or habitat, mitigation measures have been proposed that would reduce such impacts to a less than significant level.
CO-10c	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. The development has been designed to account for physical constraints and the natural hazards of the land.
CO-10d	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. See Response D-1 regarding how the Project fits in and supports a multi-modal transportation network.
CO-10e	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. Please refer to Topical Response: Greenhouse Gases Analysis with respect to Project Design Features and emission minimizing features included and the project's commitment to net zero GHG emissions.
CO-10f	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. See Response I-69a regarding preservation of agricultural resources.
CO-10g	The commenter is not specific about how the Proposed Project is in contradiction with this guiding principle. See Response BH-2 regarding community input into the Project design

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- CO-11a To address the health, safety and lifestyle concerns I have noted, I would ask that the following mitigation be required of the applicant:
 - Reduce the number of homes to no more than the number allowed under the existing general plan and eliminating the 54 second dwelling units
- CO-11b
 - Provide another access point to Valiano that does not come off Country Club Drive e.g. connecting the northwest corner of the site to La Moree Road
- CO-11c
 - Building sound barriers to shield our outdoor space from the increased noise from potential occupants and traffic
- CO-11d
 - Preserve the natural topography of the site rather than cutting and filling to produce level lots

- CO-11a Subchapter 4.3 of the EIR analyzes the General Plan Density Alternative. It was determined that the alternative would not meet a majority of the primary Project objectives as stated in Subchapter 1.1.
- CO-11b See Response I-63 regarding the infeasibility of connecting to La Moree Road.
- CO-11c See Response CO-7 regarding noise from Project residents. The EIR analyzed noise impacts associated with general residential noise and off-site traffic noise and impacts are less than significant at your property; therefore no mitigation is required.
- CO-11d See Responses F-2 and AD-5 regarding the nature of proposed Project grading.

I appreciate you giving consideration to those of us who will be directly impacted by this proposed development.

Nicole Sestina
3007 Hill Valley Drive
Eden Valley, CA 92029

COMMENTS

RESPONSES

Ehsan, Beth

From: Diana Short <backtodianashort@gmail.com>
Sent: Saturday, June 13, 2015 3:29 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark
Cc: Jacob, Dianne; Ron-Roberts; Fitzpatrick, Lisa; Horn, Bill; Cox, Greg; bruce.bettyliska@gmail.com; douglas.dill@att.net; Roberts, Dave; efhgtc@gmail.com
Subject: Citizen response in opposition to Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Dear Sensible and Thoughtful leader,

CP-1 I am writing in opposition to the development efforts under consideration in the Elfin Forest area, and specifically regarding the Valiano project. The quality of life in this tranquil, rural community is at critical risk.
CP-2 This region can hardly support more water users, the roads are unacceptably old and small to support a large
CP-3 population, and our indigenous plant and animal life will be disturbed and will dwindle if they cannot continue
CP-4 to find enough habitat for their needs.

CP-5 San Diego County has a special charm in its natural state. Imagine the night sky we enjoy at present, obscured by the lighting generated by hundreds of homes, car lights, streetlights. Unpleasant.

CP-6 In the wildfire events, common to this area, trying to evacuate a mass of cars, families, and especially horses and livestock, would be very difficult and life threatening. The area just doesn't have enough egress to ensure public safety. The area just doesn't have enough infrastructure to support a large housing development.

CP-7 Please redirect your energy to projects that renovate older, established areas rather than to cut out a natural habitat. I've seen urban areas regrow- but I've never seen a wild countryside get itself back to normal once disturbed.

Please consider this letter gravely, and note that I am confident better social and ecological solutions can be found.

Sincerely,

CP-1 Introductory comment noted. See responses to detailed comments below.

CP-2 See Responses C-2, C-8, and C-10 regarding water use and consistency with Rincon MWD's plans.

CP-3 As discussed in Subchapter 2.8 of the EIR, significant impacts from Project traffic would be mitigated with improvements to the infrastructure of the roads.

CP-4 See Response BC-8 for why the Project site would not be critical for plants and wildlife habitat.

CP-5 See Responses U-2a regarding night lighting in general and AG-1 regarding street lights in particular.

CP-6 See Topical Response: Fire/Evacuations regarding fire evacuation of people and horses.

CP-7 Much of the existing site could be considered an older, established area of human use, as the site has been farmed as early as the 1870s. The existing site parcels include two homes, sheds/barns, water tanks, etc. to support an equestrian facility and grove areas, among other isolated elements. The most sensitive biological areas would be preserved in open space, as depicted on Figures 2.4-10a and b, which would be located throughout the Project. The grading, although substantial, is the minimum practical to support the Project. In addition, a proposed 35.4-acre agricultural easement would preserve the availability and viability of this area for agricultural use, as discussed under Response I-69a.

COMMENTS

RESPONSES

Diana Short

COMMENTS

RESPONSES

Ehsan, Beth

From: cityfire2 <cityfire2@gmail.com>
Sent: Monday, June 15, 2015 5:05 PM
To: Ehsan, Beth
Subject: RE: Building project

CQ-1 [] My house is located on a small hill on the way to the water towers. The noise travels straight into my house from the valley.I have lived here for 23 years and can't believe how much the continual noise is oppressive.I
CQ-2 [] have seen a drastic change to the environment from a wildlife perspective.Where the bobcats had their young every year is gone.No more deer.No more every 2 year sighting of the mountain lion.Even coyotes are seldom seen or heard.They used to yap every night.I never wanted to live in a tract house location.I wonder how the
CQ-3 [] smell from the sewage plant will affect my life and property values.They do smell I have friends in the hale street area.I am not a horse person but look at the "multiuser trails ".They don't come close to what they claimed they would be.Look at the houses they have started building.You could take a 2x12x10 and traverse from house to house.One acre minimum was the minimum when I moved here and you had to get a varience for that small a
CQ-4 [] lot.The developers bought the property fully aware of the zoning as did I .We live in a bottle neck area.No possible way to change it.We also live in a high water table area.The small pond and underground stream have
CQ-5 [] not gone dry ever.Country club drive had flooding and backup problems with the tiny bit of rain we got this
CQ-6 [] year.Back to traffic. They can put up stoplights but you still can't fit a 5 gallon jug into a one gallon one no matter how you try . Don't really know how to explain the feeling.You are being violated in your home.My
CQ-7 [] name is Stephen Sipthroth
2664 harmony heights rd
Escondido 92029

Sent from my T-Mobile 4G LTE Device

----- Original message -----
From: "Ehsan, Beth"
Date:06/15/2015 4:03 PM (GMT-08:00)
To: cityfire2
Subject: RE: Building project

Dear Sir or Madam,

Is the below your full comment on the Valiano DEIR? Would you like to include your name?

Thanks,

Beth

Beth Ehsan

Planning & Development Services

858-694-3103

CQ-1 See Response CO-7 regarding community noise.
CQ-2 Comment noted . See Response BC-8.
CQ-3 The type of treatment plant proposed for the Project would not generate substantial offensive odors to nearby residences or other sensitive receptors. See Response K-28 for additional information.
CQ-4 As proposed, the multi-use trail would accommodate pedestrian, cyclists, and equestrian users. See Response G-6 regarding density and Topical Response: General Plan Amendment and Boundary Line Adjustment CEQA Analysis regarding lot sizes.
CQ-5 See Responses AD-2 regarding the proposal for a GPA.
CQ-6 See Response BS-2 for why the Project would not increase flooding.
CQ-7 The Project's traffic impacts are discussed in the EIR, Subchapter 2.8. Where traffic standards are exceeded, mitigation is proposed to reduce or avoid impacts.

COMMENTS

RESPONSES

From: cityfire2 [mailto:cityfire2@gmail.com]
Sent: Monday, June 15, 2015 4:01 PM
To: Ehsan, Beth
Subject: Building project

CQ-8 [I am so tired of the noise. Didn't move to a rural area for this. There are limits?
2664 harmony heights rd
Sent from my T-Mobile 4G LTE Device

CQ-8 Noise limits and the Project's noise compared to those limits are discussed in the EIR, Subchapter 2.6. Where limits are exceeded, mitigation is proposed to reduce or avoid impacts.

COMMENTS

RESPONSES

Joan Spilis
880 Hailey Ct.
San Marcos, CA 92078

June 7, 2015

To: San Diego County Planning and Development Services Staff
Cc: San Diego County Planning Commission, San Diego County Board of Supervisors; San Dieguito Planning Group; Town Council of Elfin Forest Harmony Grove; jdesmond@san-marcos.net; San Elijo Hills Community Board of Directors

Regarding: Valiano Development

I write this letter to provide some insights as a San Marcos resident and Cocos fire survivor. The resolution should be voted down to create the Valiano community and other home development projects in the already congested areas between San Marcos and Escondido. My concerns have to do with the following:

- **Fire Hazard** – which is a real threat based on the Cocos fire and others in the North County area on May 14, 2014. I was one of the residents trying to flee the fire area but was instead stuck in a car on Wild Canyon Road for 75 minutes as the huge black column of smoke turned into a gigantic plume of fire raging just over the hill. If it were not for a sudden wind change that blew the fire toward the East, we could have died there. North County is lacking major evacuation/escape routes. Example: We have only 2 evacuation routes; one of them was in the fire area and the other was jammed with traffic. As the flames shot high over the hill, the feeling of terror escalated as we drivers called 911 to get us out of there.
- **Increasing Drought** – makes current low water supplies dwindle with new homes added for water service, in addition to less water supply for fighting fires.
- **Increased Traffic** – to the already grid-locked roads at rush hour and other times in between such as school dismissal times; evacuation would be impossible.
- **Encroached Wildlife Habitats** – animals have had to migrate further east since their habitats are being taken over. This is evident in the San Elijo Hills area where much of the wildlife has had to move from here.

With all due respect for your positions, individuals who make decisions on housing expansion within the county should be required to physically drive around our communities during various times of day and evening to experience the objections of current North County residents. Valiano and other housing developments should not be located in an area that will have fires in the future, lack essential water supply and sufficient evacuation routes, cause more road grid-lock and take over wildlife habitats.

Why would decision-makers put women, men and children at risk when you know that these areas in drought-like conditions will have fires again and this time the outcome may be disastrous? This safety issue should stop all new home developments in our area until more escape roadways are created and drought conditions reverse.

Sincerely,
Joan Spilis
joan_spilis@aol.com

CR-1

CR-2

CR-3

CR-4

CR-5

CR-1 Thank you for your comment; yours and other related comments resulted in clarifications in the EIR and FPP related to the Coco’s Fire. See Topical Response: Fire/Evacuations regarding fire safety and evacuation.

CR-2 Regarding water service for new homes, see Response K-99. Regarding fire water supply, see Section 4.3 of the FPP. Note that the RMWD has required the water tank on the Project site be constructed with the Project. This infrastructure would increase local water supply that can be used for fighting fires.

CR-3 See Topical Response: Fire/Evacuations regarding fire evacuation and Response BA-3 regarding traffic.

CR-4 Your appreciation of wildlife, native habitat and concern for its loss is understood. See Response BC-8.

CR-5 See Responses CR-1 through CR-4 regarding your concerns about water supply, traffic and wildlife habitat. The potential for fire in the Project site and surrounding areas has been adequately analyzed in the EIR and FPP, and appropriate planning to design ignition-resistant Project structures has been implemented. See Topical Response: Fire/Evacuations regarding fire evacuations.

Individuals who make decisions on housing expansion, including this Project, take into account residents’ concerns about the physical environment through the CEQA EIR process and the residents’ concern about the planning environment through the public planning process, especially though coordination with the Planning and Sponsor Groups. For example, an EIR public scoping meeting was held at the Elfin Forest-Harmony Grove Fire Department to obtain viewpoints directly from

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CR-5
cont.

locals before preparation of the EIR, in addition to this public comment period. A similar process occurred with the relatively recent planning and development of your neighborhood, San Elijo Hills, which likely raised similar issues regarding traffic, water supply, evacuations, and wildlife habitat from existing residents of the area. Your final question pointing out your opposition to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Ed Stainton <edstainton460@gmail.com>
Sent: Monday, June 15, 2015 2:34 PM
To: Ehsan, Beth; Maggie.Lov@sdcounty.ca.gov; Blackson, Kristin; Wardlaw, Mark; Sibbet, David
Cc: Roberts, Dave; Horn, Bill; Jacob, Dianne; Fitzpatrick, Lisa; Cox, Greg; bruce.bettyliska@gmail.com; douglas.dill@att.net; efhgtc@gmail.com
Subject: Valiano Draft Environment Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP 13-003, PDS2013-ER-13-08-002

County Planning and Development Services:

CS-1 [Having moved here recently for the semi-rural nature of Elfin Forest with larger than average lots for the area; trails for biking, hiking and horseback riding; large parcels of land preserved by the Escondido Creek Conservancy and others, I find that the proposed Valencia project will change the reasons we moved here. The Valencia project will supersede the standards set with the present Zoning Ordinance. The completed project along with all the new homeowners will increase significantly the traffic level on Elfin Forest Road along with lots more traffic noise; making entering and exiting Elfin Forest Road more dangerous; and biking, pedestrian and horseback riding less safe.

CS-2 [

All the above effects of the Valiano development are NOT the reasons we moved here.

Ed and Christine Stainton, 7018 Elfin Oaks Rd. Escondido

CS-1 Introductory comment noted. See specific responses to your concerns in Response CS-2.

CS-2 The first part of the comment is related to the proposed change in zoning which is fully addressed in Response AD-2 and Section 3.1.4 of the EIR. The EIR also evaluated potential impacts to traffic and determined that the Project would not significantly increase traffic on Elfin Forest Road, as discussed in Responses K-165 and AD-14. The traffic noise levels, as defined by the Noise Element, would be less than significant, as evidenced by Table 2.6-2 in the EIR which indicates traffic noise at the location of Country Club Drive between Street 5A and Harmony Grove Road was less than significant. Therefore, the noise analysis did not need to specifically address Elfin Forest Road which is further away from the Project. As discussed in Subsections 2.8.2.7 and 2.8.2.8, the Project would not create significant traffic hazards to motorists, bicyclists, pedestrians or equestrian users on nearby roadways.

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Comments Regarding:

Draft Environmental Impact Report for the Valiano Specific Plan
PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575,
PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

Submitted by:

Scott C. Sutherland
20510 Elfin Forest Road
Elfin Forest, CA 92029
scsuds@roadrunner.com

COMMENTS

RESPONSES

Comments Regarding
Valiano Project Public Review Draft Environmental Impact Report,
Subchapter 2.8 Transportation/Traffic

Elfin Forest/Harmony Grove Road was Erroneously Omitted from the Traffic Impact Analysis, Valiano, and the TIA Should be Re-Drafted and Re-Circulated to Account for the Omission and Allow Public Comment on the Corrected Analysis

Although the DEIR states that the Traffic Impact Analysis(TIA), Valiano “was prepared in conformance with the County Report Requirements for Format and Content for Transportation and Traffic” it was not prepared in conformance with the County’s criteria because the traffic impact on Elfin Forest/Harmony Grove Road was underestimated and thereby excluded from the study area. The TIA must be redrafted to include a thorough analysis of the cumulative impacts and mitigation indicated related to this road and connecting roads.

Referenced in Section 2.8 Transportation/Traffic and appearing in its entirety in Appendix H, the analysis states, “Based on the County’s criteria, ‘the scope of the full direct and cumulative traffic assessment shall include those roads and intersections that will receive 25 directional peak hour trips.’” The analysis estimates total peak hour trips at 304 AM and 376 PM and states, “Trip distribution percentages were calculated using a Select Zone Assignment (SZA) based on the SANDAG traffic model. The Project-generated traffic was distributed and assigned to the street system based on the results of the SZA and also based on the Project access points, characteristics of the roadway system, and the location of residential and employment opportunities in the surrounding area.” No further justification is given as to these subjective assumptions. Based on these criteria, models and assumptions, the report projects 6% of peak hour traffic will impact Elfin Forest/Harmony Grove Road as shown in Figures 7-1a and b. The report does not give the numbers, but at 6%, they project 18 AM and 23 PM peak hour trips, just below the threshold of 25 directional peak hour trips that would mandate a traffic impact assessment of Elfin Forest/Harmony Grove Road.

Because the subjective assumptions -- area road characteristics, residential and employment opportunities -- are not described in any detail, there is no way to assess their validity. (I’m no expert, but, why is “residential opportunities” in there??? Would Valiano drivers be traveling to/from their recently acquired “residential opportunity” to another “residential opportunity”? realtors, perhaps? – or maybe the document is a boiler plate and the author forgot to take it out.) However, even without the opportunity to analyze these assumptions, the projection that only 18 of 304 drivers during the morning peak hours and 23 of 376 during the evening peak hours will use Elfin Forest/Harmony Grove Road is not credible because it is based on a fallacy. In Figures 7-1a and b, the report forecasts 30% of traffic will be to the west of the project: 20% on 78, 4% on Barham (on a side note, evidently no one ever turns on Twin Oaks Valley Road at Barham – really?), 6% on Elfin Forest/Harmony Grove Road. Also, 4% for Areas 1 & 2, and 7% for Area 3 is forecast to use Del Dios Highway. Even accepting that only 34% to 37% of the traffic will be to the west -- the location of a large share of higher paying jobs, quality shopping and

CT-1a This comment indicates that the Project TIA underestimated and erroneously omitted Elfin Forest/Harmony Grove Road based on the 25 directional peak hour trips standard. The traffic impact on Elfin Forest/Harmony Grove Road was not underestimated, but conservatively overestimated, as explained in Responses K-163 and K-165.

CT-1b As explained in Response K-165, a SANDAG Select Zone Assignment (SZA) was used to distribute Project trips throughout the vicinity. The computerized origin/destination traffic model utilizes several factors in determining the travel patterns of traffic throughout any area. The synergy between land use types is accounted for; roadway capacity, speeds, regional versus local roadways, and transit opportunities are included in the computerized model among other key factors. This method for distributing trips is less subjective and therefore required by a number of local lead agencies as the primary method for forecasting future travel patterns. The traffic impact on Elfin Forest/Harmony Grove Road was not underestimated by using this method (refer to Responses K-163 and K-165). In addition, the Project includes several improvements to Country Club Drive to remove flow restrictions (i.e. northbound left-turn pockets) and improvements to the Auto Park Way / Country Club Drive intersection. The EIR demonstrates that this mitigation reduces

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attractions -- the distribution of flow is not credible. Leaving the Del Dios traffic aside because it is an isolated route and the most direct route to the southwest, there are only two primary routes west from the project towards Encinitas and Carlsbad: (1) via Route 78/Barham-San Marcos Blvd. and (2) via Elfin Forest/Harmony Grove Road, then San Elijo Road to Rancho Santa Fe Road and points beyond. These two primary routes have comparable mileages to almost any destination in those areas. The report allocates 80% of this flow to route (1) and 20% to route (2). This allocation is an unrealistic fallacy because while the mileage to most western destinations is comparable between the two primary route options, the peak hour delays are much greater for the 78/Barham route, especially during afternoon hours. A much larger share of drivers than modelled in the analysis, perhaps half, will be thus induced to take route (2) using Elfin Forest/Harmony Grove Road instead of 78/Barham.

CT-1b cont.

Take for example the choice that would face a driver leaving Valiano to go to work at a company in one of the many industrial parks near Palomar Airport. They could choose to turn left onto LOS F rated Country Club Drive, sit through two D rated signals, followed by two C rated signals to get to the west bound 78 and join bumper to bumper traffic until exiting at San Marcos Blvd on their way to Palomar Airport Road. Or the driver could choose to travel Barham to get to San Marcos Blvd. and experience several D/E/F lights...knowing that taking either way back home will mean joining one of the most notorious traffic jams in the country. OR the driver could choose to turn right on Country Club Drive, avoiding 63% to 74% of the traffic according to the report, go through one stop sign and two minor street stops followed by a right turn at the Harmony Grove Road signal, traveling unimpeded on scenic Elfin Forest/Harmony Grove Road through the town of San Elijo Hills, then left onto San Elijo Road to Melrose which intersects Palomar Airport Road. The Elfin Forest/Harmony Grove route is not only faster and less aggravating, it's a lot prettier. Which would you choose?

CT-1c

To assume that 80% of peak hour drivers traveling to and from the west of the project will choose the slow, aggravating, homely way, and only 20% will choose the faster, pretty way is preposterous. A more likely scenario is at least a 50/50 split which would yield a 15% traffic share for Elfin Forest/Harmony Grove Road and 56 PM peak directional hour trips. Please note that the reduction in the number of dwelling units since the TIA was done is meaningless because while the number of units was reduced by 2.06%, from 388 to 380, the aggregate number of ADTs was only reduced by an irrelevant 0.16%, from 3776 to 3770, by my calculations. The reason for the variance is that the elimination of 8 properties caused 37 to be upgraded to estate residential with lot sizes of 10,000 SF or more. Based on this realistic analysis, at more than twice the County traffic assessment study area inclusion threshold of 25 directional peak hour trips, the Traffic Impact Analysis erroneously excluded Elfin Forest/Harmony Grove Road and must be redrafted to include this significant western thoroughfare and recirculated to allow for public review and comment on the materially modified document.

CT-2a

Cumulative Impacts of Valiano and Harmony Grove Village on Elfin Forest/Harmony Grove Road will be Significant and Will Require Mitigation
The assessment of traffic on Elfin Forest Road generated by the cumulative effects of the Valiano and Harmony Grove Village developments is critically important, because the impacts will affect the cities of San Marcos, Carlsbad and Encinitas as well as residents along the route in Harmony Grove, Elfin Forest

CT-1b cont. the potential impacts of Project traffic on Country Club Drive to less than significant.

It is agreed that commuters to Encinitas and Carlsbad would likely choose to travel to/from the west on Harmony Grove Road/Elfin Forest Road, however, trips destined to businesses, commercial centers, or other land uses in San Marcos, Vista, Oceanside, north Carlsbad, and north on I-5 would use SR 78 to reach their destination. Trips to coastal cities and other neighborhoods near or south of SR 56 are more likely to use I-15 to reach their destination. Project trip distribution is discussed in Section 7.2, Project Distribution and Assignment, of the TIA.

Traffic destined for Palomar Airport Road is part of the six percent forecasted to use Harmony Grove Road/Elfin Forest Road to the west.

It should also be noted as further evidence that the six percent is accurate, per Table A in Response K-165, which shows existing volumes on the major roadways leaving the Project area. As can be seen in Table A, the volumes on Harmony Grove Road are much lower than on the other roadways and indicate that the vast majority of area traffic does not use Harmony Grove Road west of Country Club Drive.

CT-1c See Response CT-1b for why the trip distribution is correct. The number of trips generated by the Project was calculated accurately per County of San Diego Traffic Report Requirements. Furthermore, per County of San Diego Traffic Report Requirements, locations receiving 25 directional peak hour trips are to be included in the traffic analysis. Since the Project adds fewer than 25 trips to Harmony Grove Road/Elfin Forest Road west of Country Club Drive, any analysis further to the west is not warranted.

CT-2a Based on the trip distribution using the SANDAG Traffic Model, the Project would add fewer than 25 peak hour trips to Elfin Forest Road and the Elfin Forest Road / San Elijo Road intersection. Therefore, neither analysis of these locations nor fair share mitigation payment by the Project is warranted. It should be noted that the Elfin Forest Road / San Elijo Road intersection is within the City of San Marcos jurisdiction. The City did not comment on the analysis of this intersection and did not request a fair share payment.

COMMENTS

RESPONSES

CT-2a and San Elijo Hills. The city of San Marcos may be entitled to additional fair share mitigation payments, particularly because of the added impact on the Elfin Forest Road/San Elijo Road intersection, and the cities of Encinitas and Carlsbad may also be entitled to fair share payments.

For residents of unincorporated communities along the road in Harmony Grove and Elfin Forest, the impacts of added traffic include the typical impacts of noise, vibration and pollution, but most particularly, and especially important, safety. Elfin Forest/Harmony Grove Road is a scenic, windy two lane road with no shoulder in many sections and several blind corners shared by many different types of users. It attracts sports car drivers and motorcyclists because it can be exhilarating for them to drive, and with no enforcement by the CHP they run little risk of being stopped for speeding or reckless driving. The road also attracts cyclists because of its beauty and is one of the most popular rides in the county with thousands of cyclists touring the road, particularly on the weekends. This combined with visitors parked on the road near the Elfin Forest Recreational Reserve walking to and from their cars; hikers, equestrians and mountain bikers crossing the road as they follow the extensive trail system through the hills of Elfin Forest and Harmony Grove; local traffic entering and exiting the road at intersections and driveways that are in many cases blind or hard to see; as well as commuters and others using the road, and it is easy to see that the chance of injury and fatality will only increase with the traffic added by the Valiano and Harmony Grove Village developments.

CT-2b My wife and I can personally attest to the danger. We live right on Elfin Forest Road, and with a hill top view of the road from our backyard we frequently witness dangerous behavior by motorists. Drivers often significantly exceed the speed limit, 70+ miles per hour, especially in front of our house which is on one of the few straightaways. We regularly see speeders pass cars, too, even though there is a dip in the road which can conceal on-coming traffic. We have lived here about three years, and in just that short time there have been three cars run off the road and crash into trees or power poles within sight; one of them on our property. Also nearby, we could hear the terrible crash early one November morning in 2013 when a medical research professional commuting from San Elijo Hills crossed the center line and ran head on into a pickup and died. He left behind his wife and three little girls. There have been other fatalities on the road. Years ago, there was a fatal crash right at our southern driveway. Recently, a motorcyclist carrying too much speed careened into a rock near deadman’s corner at the intersection of Elfin Forest and Harmony Grove Roads. My wife had a close call there, too; if she had not been careful to hug the inside shoulder as she went around the corner an on-coming truck which had crossed the line would have hit her. She had another close call when a speeder passing a car almost hit her as she crossed the road in front of our house to walk the dogs in the Sage Hill nature preserve. I have not had such close-calls, but I commute to work on the road and I am regularly tailgated by speeders; from time to time, they pass me. There are lots of stories like this; according to the Elfin Forest Harmony Grove Fire Department Chief fifteen to twenty accidents occur on the road every year.

CT-3a Alternatives and Mitigation Suggestions
The traffic related impacts on Elfin Forest/Harmony Grove Road of the Valiano project, in addition to Harmony Grove Village and other developments planned in the area, must be studied in a redrafted and

CT-2b The Project does not contribute a significant amount of traffic on the roadway and there is no nexus to require the Project to improve the safety of Elfin Forest Road.

CT-3a The EIR standards indicate that the Project does not contribute a significant amount of traffic on Elfin Forest/Harmony Grove Road, as further discussed in Responses K-163, K-165, and CT-1a through CT-2b. A complete cumulative analysis was included in the TIA (Appendix H of the Final EIR) including Harmony Grove Village, the Proposed Project, and 40 other projects. Contrary to the commenter’s assertion, the EIR adequately evaluates the potential environmental impacts that would result from traffic, consistent with CEQA and the County CEQA Guidelines, as seen in Subchapter 2.8 of the EIR. No new impacts, mitigation, or recirculation is warranted.

COMMENTS

RESPONSES

- CT-3a cont. recirculated TIA, and significant impacts must be mitigated to protect the safety and health of all road users. Alternatives and mitigation suggestions are summarized below.
- CT-3b - Mitigation of traffic congestion by construction of an additional access road to the project via La Moree to encourage more traffic to take the 78/Barham route should be evaluated.
 - CT-3c - Law enforcement patrols would help.
 - CT-3d - Traffic calming and noise abatement measures should be explored and implemented. Perhaps several stop signs along the road would slow down traffic and discourage excess trips and channel traffic toward major arteries such as Twin Oaks Valley Road.
 - CT-3e - There is one speed monitoring sign in Elfin Forest and others would help.
 - CT-3f - Horse crosswalk signs at intersections of the road and trails would at least help make drivers aware of the trail and the potential for crossing equestrians and others.
 - CT-3g - Fair share payments to cover sound reduction expenses should be made to local residents impacted by the additional road noise and vibration.
 - CT-3h - Of course, the most effective mitigation would be improvement of peak traffic flow on Route 78, in which case perhaps 80% of the traffic to the west of the project and Harmony Grove Village would use the route in real life as modeled in the Valiano Traffic Impact Analysis. Until such time, a much larger share of travelers will choose the expedient and scenic, but risky, Elfin Forest/Harmony Grove Road.

The Department of Planning and Land Use Can and Should Require Redraft and Recirculation of the TIA to Include an Analysis of Emergency Evacuation Traffic Impacts on Project and Area Access Roads

According to the County Report Requirements for Format and Content for Transportation and Traffic, "...an assessment of the need and adequacy of emergency access is not typically evaluated in a traffic impact study..." Perhaps for this reason no mention is made whatsoever in the TIA as to special situation traffic impacts during an emergency evacuation, even though such impacts in the fire prone area of the project are likely to occur and will be significant, in fact potentially life threatening, when they do occur. However, the County requirements also state, "An evaluation of separate access alternatives may be required by DPLU to fully evaluate potential access routes to the proposed project." In light of the extreme fire risk in the Eden Valley/Harmony Grove/Elfin Forest area, the residents of which must share the same few local roads out to safety in the event of a wildfire, a redraft and recirculation of the TIA to include an evaluation of cumulative area development project impacts on evacuation access routes, as DPLU is authorized to require under this policy, is certainly in the best interest of the regional public and should be called for by DPLU leadership. To be a realistic and valuable model, any redrafted and recirculated TIA so undertaken must include the cumulative total impact generated by Valiano, Harmony Grove Village, boarder and current area resident horse truck and trailer traffic on evacuation route roads. A professional evaluation of this important issue may identify mitigation measures yet unrealized, that could yield a safer environment for Valiano and all area residents in the event of emergency evacuation.

- CT-3b See Response I-63 for why an additional access route to La Moree Road is not feasible.
- CT-3c Providing law enforcement patrols is not the responsibility of the Proposed Project. In addition, the Project would pay applicable development impact fees for public services. County staff coordinated with the San Diego County Sheriff in Project review to ensure police protection services are available to serve the Project.
- CT-3d Mitigation measures to improve traffic flow are proposed along Country Club Drive. Given the low turning movement volumes from private drives and dead-end roadways along the road (including the Project access roads), stop-sign warrants would not be met to control north/south through moving traffic along Country Club Drive. The County does not utilize stop signs as traffic calming measures since, if unwarranted, they are often ignored and/or can result in rear end collisions. The Project has included traffic control measures on Country Club Drive (stop signs) at the minor street access roads (Eden Valley, Mt. Whitney, Future Access 5A North and South) and to provide left-turn pockets providing a refuge for turning movements from the steady flow of northbound oriented traffic. No off-site improvements are included on Elfin Forest Road. There is no significant impact on Elfin Forest Road, and therefore there is no nexus to propose improvements such as additional stop signs.
- CT-3e Roadway safety impacts were calculated to be less than significant as a result of the Project. Therefore, there is not a nexus for the Project to provide speed monitoring signs on County roadways. If you would like to request additional speed limit signs based, you may contact the Department of Public Works at any time by calling (877) 684-8000 toll free or by completing the online Road Service Request Form at <http://www.sandiegocounty.gov/content/sdc/dpw/roads/onlineroadservicerequestform.html>. Public Works would evaluate the situation and determine whether additional signage is warranted.
- CT-3f See Response CO-5 and Subsection 1.2.1.2 in Chapter 1.0 of the EIR for proposed access and circulation. Pedestrian and equestrian crossings at unsignalized intersections are legal at all intersections, whether marked or unmarked. Road users (drivers, pedestrians and equestrian riders) should exercise caution when approaching or crossing unmarked intersections. On-site roads would have lower posted speeds than Country Club Drive and present fewer hazards for pedestrian and equestrian crossings.
- CT-3g The Project would not result in significant noise impacts to off-site residences, and therefore mitigation is not required. See Response K 139 regarding the assessment of direct off-site exterior noise impacts.

COMMENTS

RESPONSES

- CT-3h As shown in the traffic analysis and EIR, Project impacts were calculated to be less than significant on SR-78 with the addition of Project traffic. Therefore, Project mitigation on SR-78 is not warranted. A Caltrans project to install HOV lanes on SR-78 is planned for the future which will improve SR-78 traffic flow.
- CT-4 See Topical Response: Fire/Evacuations regarding fire evacuation. When the Report Format and Content Requirements are read in their entirety, it is clear that the FPP is the primary document that analyzes access requirements for fire safety. The Project was evaluated and determined to meet access requirements of the Fire Code in an FPP, prepared by a PDS- approved fire consultant, was reviewed and approved by the San Marcos Fire Department and San Diego County Fire Authority; thus no further analysis is required within the TIA.

COMMENTS

RESPONSES

Comments Regarding
Valiano Project Public Review Draft Environmental Impact Report,
Subchapter 2.9 Hazards and Hazardous Materials

Hazardous Impacts of Horses and Market Animals Planned to be Allowed in Neighborhoods Were Erroneously Omitted from the Draft Environmental Impact Report, and the DEIR and Related Studies Should be Redrafted and Recirculated to Account for Omission of These Significant Impacts and Allow for Public Review and Comment on the Materially Modified Documents

While the authors of the Valiano DEIR acknowledged in Subchapter 2.9.2.8, Vectors, that horsekeeping causes significant vector related impacts based on County Guidelines for Determining Significance – Vectors, and addressed mitigation of these impacts for horses to be kept at the stables, they failed to acknowledge or address that horses to be kept in neighborhoods three and five will have the same environmental impacts. Add to this the failure of the DEIR authors to acknowledge or address the environmental impacts of other “market” animals that will be allowed to be kept in all Valiano neighborhoods, and it is clear that the authors of the DEIR are responsible for a substantial cumulative omission of a significant impact that has the potential to create serious environmental hazards for Valiano residents and the surrounding community in multiple ways.

Including and in addition to vectors, three of the primary hazardous impacts of animal keeping in the neighborhoods are:

1. Valiano residents evacuating with their horses and other animals will add greatly to the impedance of all area evacuees, a significant impact that will put thousands of lives at risk throughout the area.

Eden Valley is a small amphitheater with only two narrow roads out. If the applicant is permitted to crowd Eden Valley with many hundreds of new residents and their hundreds of cars, market animals, at least 54 horses or more, and an equivalent number of horse trucks/trailers, the community will be a set scene of disaster the next time AlertSanDiego yells fire.

Furthermore, evacuating populations of people and animals from Valiano combined with the thousands of people and animals from Harmony Grove Village will increase the current potential traffic on the roads several fold during an emergency and will congest all of the few narrow escape routes out of the area to the point where everyone from Eden Valley, Harmony Grove, Elfin Forest and, indeed, thousands from San Elijo Hills, under the worst case, will be at risk of being trapped and forced to harbor in place.

Remember, this happened in San Elijo Hills during the Cocos fire and if the wind had not changed direction many of the people trapped on San Elijo Road could have lost their lives. If it were to happen again and a fast moving conflagration like any one of twelve major fires in these hills since 1980 reached evacuees trapped in a traffic jam on sections of Elfin Forest/Harmony Grove Road where the topography is very steep, these people would be doomed because there is no way out. As long as Santa Anas blow during hot, dry summers in Escondido, a tragedy of this nature is an all too real possibility. Again, evacuating people were trapped on a nearby road just last year during the Cocos fire. The same fire

CT-5 Mitigation measure M-HZ-4 requires the preparation of a manure management and fly/vector control plan according to established DEH standards prior to Final Map approval. In addition, the Valiano HOA would have agreements in place with private homeowners with horses or other market animals to control for vector-related impacts.

CT-6 See Topical Response: Fire/Evacuations regarding fire evacuation and evacuation with horses.

COMMENTS

RESPONSES

CT-6
cont.

burned over 90% of the Valiano land and destroyed 36 homes as it swept through Eden Valley and nearby Coronado Hills and Harmony Grove.

Sadly, the applicant and author of the DEIR failed to even acknowledge much less offer any mitigating solutions to this most serious and potentially deadly hazardous impact of the Valiano project -- an unconscionable omission and clearly one that authorities must compel the applicant to mitigate.

In DEIR Section 3.1.4 Land Use and Planning, under Hazards and Hazardous Materials, *Emergency Response and Evacuation Plans*, the DEIR states, "To address hazards associated with emergency response and evacuation plans, the Proposed Project must apply policies from the Mobility and Safety Elements" and goes on to enumerate the relevant policies, M-1.2, M-3.3, M-4.3 and S-1.3. For some reason, M-4.4, Accommodate Emergency Vehicles, is omitted from the list. Because of this omission and the omission of the impact of horse and other animal keeping in the neighborhoods, the DEIR is enabled to assert that, "By adherence to these policies, the Proposed Project would not be in conflict with applicable policies adopted for protection of environmental resources or values."

In fact, it is reasonable to assert, the Proposed Project is in conflict with three of the applicable policies. Policy M-1.2, Interconnected Roadways, states that the Proposed Project shall "...provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies." Policy M-4.4, Accommodate Emergency Vehicles, requires that the Proposed Project "design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents."

CT-7

The Project fails to comply with both of these policies because emergency services are likely to be impeded rather than supported during a fire evacuation by horse truck/trailers entering and leaving Valiano. Entering truck/trailers would be mostly boarders coming to rescue their horses at the stables or neighborhood properties where boarding will be allowed under the new Equine Ordinance. Furthermore, the evacuating Valiano residents with their animals combined with evacuating Harmony Grove Village residents with their animals will cumulatively contribute over and above the impact of current residents to impede access/egress routes on all of the escape routes out of the area that must be shared by all area residents from Eden Valley, Harmony Grove, Elfin Forest and, possibly, San Elijo Hills. Because of this emergency evacuation traffic impedence impact which will increase response times in a fire evacuation emergency, the Proposed Project is also in violation of the safety policy, S-1.3, Risk Reduction Programs, which requires that a proposed project "...reduce the time for responding to these hazards."

These are most certainly dangerous hazard impacts that would affect the health and safety of thousands. Yet they were omitted by the DEIR authors. They must be addressed, and, because of the extremely dangerous and wide spread nature of the risk, if the applicant cannot or will not adequately mitigate these impacts, the only ethical outcome is project termination for the protection of area residents.

Mitigation

CT-7

See Topical Response: Fire/Evacuations regarding evacuations. The General Plan policies listed under Emergency Response and Evacuation Plans in section 3.1.4 (M-1.2, M-3.3, M-4.3, and S-1.3) are the policies listed as applicable to Emergency Response and Evacuation Plans in Chapter 7 of the General Plan Update EIR. Chapter 7 of the GPU EIR was used to identify those General Plan policies that were adopted for the protection of environmental resources or values. The Project is consistent with policies M-1.2 and M-3.3 because it includes multiple ingress/egress road connections to disperse traffic and improve efficiency: Mount Whitney Road, Eden Valley Lane, two direct connections to Country Club Drive, and emergency access to Hill Valley Drive and Mount Whitney Road to ensure emergency services during fire and other emergencies. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes. Country Club Drive is a public road that connects to other public roads both to the north and south. Rather than giving guidance to individual projects, Policy S-1.3 gives direction to the County to support efforts and programs that reduce risk; the Project would not preclude implementation of this policy by the County. The Project would conserve the rural character of Country Club Drive, consistent with Policy M-4.3, by incorporating only minimal improvements at the Project's access points. All other Project access roads are private roads, which would also retain their rural character. The Project would reduce road widths and rolled curbs to maintain rural character. Finally, the Project is consistent with Policy M-4.4 because access roads would comply with public or private road standards as applicable and meet all conditions required by the San Marcos Fire Department to allow necessary access for fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents. Because the proposed road connections provide for evacuation consistent with applicable policies and codes to the satisfaction of fire authorities, a road connection to La Moree Road is not required; in addition, see Response I-63 for why a connection to La Moree Road is deemed infeasible.

COMMENTS

RESPONSES

CT-7 cont. One mitigation to consider would be the construction of a wide enough road to La Moree to enable all Valiano residents to evacuate while leaving plenty of room for emergency vehicles and others to access the site. It would also take some of the pressure off other evacuation routes in the area.

CT-8 2. The issue of proper storage of hay and feed for animals in the neighborhoods is the source of two types of significant impact because improper storage could result in a fire or vector issue.

Wet hay can spontaneously combust, a consequence that is a significant environmental impact addressed by the applicant for the stables in neighborhood five, but ignored by the applicant for the animals in the neighborhoods. The issue was also omitted from the Fire Protection Plan for the neighborhoods and the stables. If a hay fire occurs in a rural area, the barn might burn down; in the suburbs, the neighborhood could burn down – especially if the houses are only ten feet apart. Hay and other animal feed is also a vector issue which was not addressed in the DEIR for the neighborhoods. Most assuredly these are significant environmental impacts that must be addressed in the Hazards and Hazardous Materials section of the DEIR as well as in the FPP.

Some alternatives and mitigations could include:

CT-9a - Construct dry, fire safe feed storage structures at neighborhood properties similar to those described in the DEIR for the stables. Separated them from backyard animal enclosures to ensure horses and other animals do not have access to feed.

CT-9b - Construct fire safe combined use animal enclosures with hay lofts and lifting apparatus to prevent injury to delivery people or residents.

CT-9c - Operate a HOA managed community hay and feed co-op to centrally store hay in a safe structure, and distribute hay on a bi-weekly basis using trucks with mechanical lifting technology to limit hay storage in neighborhoods. The co-op would benefit from trailer load hay pricing passed on to co-op members which could include the wider Eden Valley/Harmony Grove community.

CT-9d - HOA engaged pest control company to provide monthly insect and rodent prevention services to residents including spraying, rat traps, and fly traps. HOA control over vector mitigation will help ensure vector mitigation is properly conducted, as opposed to ceding control to individual residents who may fail to comply causing an enforcement, fire risk and vector multiplication issues for neighbors.

CT-10 3. The issue of proper storage and disposal of animal waste from the neighborhoods is the source of several potentially significant hazardous impacts.

A typical horse will generate about 500 pounds per week of manure and soiled bedding, the impact of which is mitigated in the DEIR for the stables but not for neighborhood horses. Combined with similar waste from market animals in the neighborhoods, the cumulative volume and weight of the material will cause vector, sanitation, odor, pollution, and injury hazards that must be addressed. In rural areas where the properties are large, private owners can dispose of the material by employing a waste collection company with dumpster service, or by collecting, composting and spreading the material as mulch or fertilizer, often using a tractor. In a sub-division like Valiano, none of these options are

CT-8 See Response AD-21 regarding storage of hay.

CT-9a Residents who choose to keep horses would be required to store feed and hay properly, as stated in Response AD-21.

CT-9b The detailed design of hay storage and animal enclosures would be left to those residents who choose to keep horses, as long as all accessory buildings and enclosures meet the relevant setbacks and regulations of the Specific Plan, Building Code and Zoning Ordinance. There is no impact identified under CEQA that requires detailed design up-front as a mitigation measure.

CT-9c The Project does not have a significant impact requiring operation of a co-op by the HOA as mitigation, although the Specific Plan does not preclude establishment of a co-op based on sufficient interest from future residents.

CT-9d Mitigation measure M-HZ-4 requires the preparation of a manure management and fly/vector control plan according to established DEH standards prior to Final Map approval.

CT-10 Mitigation measure M-HZ-4 requires the preparation of a manure management and fly/vector control plan according to established DEH standards prior to Final Map approval. In addition, the Valiano HOA would enforce proper maintenance and disposal of manure and hay as described in Response AD-21. The HOA would have the discretion to implement some of the recommendations proposed in the comment; however, these measures would not be addressing an unmitigated significant environmental impact. Thank you for your recommendations.

COMMENTS

RESPONSES

CT-10
cont.

practical for an individual homeowner. Also, the enforcement issue must be addressed for individual homeowners because failure by them to clean and muck after their animals will adversely subject their neighbors to associated hazards and nuisances. As a result, effective and reliable mitigation may require central control of these activities to ensure compliance with County health standards.

Some alternatives and mitigations could include:

- Community waste to energy co-op with centralized processing facility operated by HOA to perform energy conversion used to offsets energy expenses for common area energy use. Sale of composted by-product to farmers or use as mulch on common areas or grove.
- HOA employed labor with necessary equipment including trucks with appropriate mechanical lifting technology to prevent injury and safely remove waste products daily from neighborhoods. The waste would be stored at a safely constructed common collection area to contain odors, prevent ground water contamination and limit fly breeding for later removal by trash company or use in waste to energy community compost co-op.
- HOA engaged pest control company to provide monthly insect and rodent prevention services to residents including spraying, rat traps, and fly traps.
- Operate a centralized HOA managed fly predator breeding facility and distribute predators around neighborhoods to create a natural limit to fly populations.
- Develop a multi-level animal designator scheme similar to Harmony Grove that accommodates a lower and safer number of properties designated for horses and/or market keeping animals.

Other impacts associated with keeping horses and market animals in the neighborhood should also be addressed and mitigated

With 54 designated horse properties, parking of trailers and trucks sufficient to evacuate these animals will cause significant environmental impact. A typical horse trailer is too tall for a standard garage and will need to be parked on the street, in the driveway or somewhere else nearby.

Alternatives:

- Increase setbacks and pave side yards to accommodate trailer parking for designated horse properties.
- Create centralized trailer parking lot at or near stables with enough parking places for all fifty-four neighborhood designated horse properties plus enough parking places to accommodate boarders with horses at the stables.
- Modify home designs to enable extra tall garages deep enough to park a horse trailer.
- Add community horse truck and trailer parking lots for both neighborhoods three and five.
- Reduce the number of designated horse properties to limit the necessary number of horse trucks and trailers to reduce road congestion particularly during an emergency evacuation.

CT-11

Horses will need to leave the backyards from time to time for exercise or to be transported, and this may present a safety hazard in neighborhoods. Because there is not enough room in most of the

CT-12

CT-11

As stated in your comment, homeowners would be able to park trailers and trucks on the street, in their driveway, or somewhere else nearby; however, the equestrian lots provide adequate space for horse trailer parking as shown on Figure 1-9. As many residents of the area currently do, homeowners would also be able to bring in an outside trailer or truck for an evacuation. See Topical Response: Fire/Evacuations for additional information on animal evacuations. The mitigations and alternatives offered in the comment do not apply.

CT-12

The Valiano HOA would have agreements in place with private homeowners with horses for proper handling of their animals. Failure to abide by those agreements would result in revocation of the homeowner's ability to have large animals on site. In addition, there would be exercise opportunities for horses on the proposed multi-use trails and the warm-up ring in the public equestrian area.

COMMENTS

RESPONSES

CT-12
cont.

backyards to exercise a horse, and horses require regular exercise, horses will need to be taken out of the yards for exercise. This presents a safety hazard because the horses will be in an unenclosed area and could get loose or do damage to persons or property if the handler lost control of the animal. A particularly dangerous situation could be posed by loading horses into trailers under these circumstances. Just like racehorses loading in the starting gate, some go in easy, some get terrified or unruly and get away, or hurt someone or themselves. A loose, scared half ton animal is a dangerous safety hazard. For this reason, handling of horses in the neighborhoods represents a significant safety impact that needs to be addressed.

Thank you for your time and consideration.

COMMENTS

RESPONSES

Ehsan, Beth

From: Scott Sutherland <scsuds@roadrunner.com>
Sent: Monday, June 15, 2015 12:58 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: Additional Comment Regarding Draft Environmental Impact Report for the Valiano Specific Plan

Dear County Planning and Development Services Staff:

CU-1 Please add the additional comment below to my comments regarding the draft Environmental Impact Report for the Valiano Specific Plan.

Thank you,

Scott Sutherland

Additional Comment Regarding Valiano Project Public Review Draft Environmental Impact Report, Subchapter 2.9 Hazards and Hazardous Materials

Please add the following comment to the end of the text under the subject of "Other impacts associated with keeping horses and market animals in the neighborhoods should also be addressed and mitigated":

The DEIR omits hazards and other impacts associated with keeping of a broad range and potentially large number of different "market" animals in the neighborhoods as will be allowed by right under the L and S designators. The following is an estimate of the types and quantities of animals allowed to be kept by right for each designator:

Based on the County Animal Schedule and input from County staff, Valiano homeowners would be entitled by right to keep any or all of the following animals limited only by County noise, nuisance, health, humane treatment and other regulations:

- CU-2
- L Designated Properties, Neighborhoods 3 and 5
 - 5 horses, up to 3 of which may be boarded
 - 25 small animals including poultry
 - 2 large non-horse animals such as bovine animals, sheep, goats, swine, ostriches, emus, llamas and alpacas
 - 2 bee hives
 - 25 specialty animals such as fish, furbearing animals, wild or undomesticated animals, amphibians, insects and birds
 - Unlimited racing pigeons
 - S Designated Properties, Neighborhoods 1, 2, and 4
 - 1 grazing horses, bovine animal or sheep
 - 2 bee hives
 - 25 specialty animals such as fish, furbearing animals, wild or undomesticated animals, amphibians, insects and birds

CU-1 Introductory comment noted.

CU-2 The information cited in the comment is consistent with the Zoning Ordinance. The Valiano HOA would have agreements in place with private homeowners with large and specialty animals for proper handling with regards to vectors, safety, noise, odors and pollution. Failure to abide by those agreements would result in revocation of the homeowner's ability to keep their animals on site. Any issues arising from the keeping of large or specialty animals could be reported by neighbors to the HOA, County Animal Services, and/or Code Compliance for resolution.

COMMENTS

RESPONSES

CU-2
cont.

Impacts caused by keeping of these animals will include vectors, safety, noise, odors and pollution. With the wide variety of animals involved, which may result in a similarly wide variety of different impacts, possibly amplified because of the animal diversity and concentration, a thorough professional analysis of all of these impacts and impact interactions will be required to determine which of the impacts are significant and identify mitigations for those that are. Because there will definitely be impacts, and most likely many significant ones, absent an analysis, which the DEIR failed to provide, the DEIR should be redrafted and recirculated to account for this issue and allow for public comment on the corrected analysis.

COMMENTS

RESPONSES

Dear Ms. Ehsan

I have lived in Elfin forest for 3 years and I still love it more than any other place I've ever visited. The dirt, ^{lack of} the traffic, the snakes, the trees, even the houses and people are what make Elfin forest what it is, and we would like to keep it that way. We love Elfin forest. ^{Harmony} Grove, and Eden valley for what they are ^{not} what they could be. So please help us restore our rural communities back to the quiet beautiful outdoors that they use to be, not the noisy, full of people towns that ^{they} are trying to create. Please don't ^{let them} develop anymore.

From,

Fabiola Francesca Thiherge

CV-1 Comment noted. Please see Topical comment pertaining to Land Use.

COMMENTS

RESPONSES

Dear Ms. Ehsan,

My name is Francisco Theberge and I have lived here for three years and I truly love living in this special rural community.

I am worried about what the new proposed development will do. It does not seem like it will ^{not be} ~~what~~ what I am used to. What is rural you ask? To me rural means:

CW-1 Please see the response to Fabiola's letter in Response CV-1. An answer is also provided in Response U-2a about rural parts of the Project and how it is defined in the dictionary. There are many points of agreement between you and that response.

COMMENTS

RESPONSES

CW-1
cont.

Playing in streams

catching animals

Riding horses

Hiking through trails with net
niveau de développement

Running free

Ranch fences all around. Once I saw
centipede crawling in our house!

CW-2

I don't believe that this will be any of
this. There will be lots of walls and
many houses bunch together, gates,
and tiny yards. We will lose our

CW-3

community if this project is approved

CW-2 See Responses U-2a and AD-5 for discussion of all these issues.

CW-3 See the last paragraph of Response CV-1 regarding your community of Elfin Forest.

COMMENTS

RESPONSES

Thank you for ~~write~~ taking the
 time to read my letter. I truly
 hope I don't lose the great
 Elfin forest where I live
 because of developers thing
 to put way to many houses
 in Elfin forest our home.

sincerely

Francisco. Area 1

CW-4 Thank you again for your participation. It is true there would be additional
 homes, but the Valiano Project would be located in Eden Valley, which
 is more than 3 miles away from Elfin Forest as a bird flies, and much
 farther by road.

COMMENTS

RESPONSES

Ehsan, Beth

From: Gigi Bacon Theberge <gigi@culturalledge.net>
Sent: Sunday, June 14, 2015 4:24 PM
To: Ehsan, Beth; Sibbet, David; 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; Elfin Forest Harmony Grove Town Council
Subject: Feedback on Valia-NO!

Dear Ms. Ehsan:

Thank you for all the time and work you've put into reviewing the Valiano project.

This project is potentially devastating to our community, so I appreciate that you are giving it the due diligence this type of decision deserves.

My name is Gigi Theberge and I've been lucky enough to live on Elfin Forest Road in Elfin Forest for the past five years.

My husband and I left the suburbs of La Costa, so that our three young children could feel what it is like to grow up in nature with as much open space as possible. We now keep sheep, goats and chickens, and our children can identify species of bugs, lizards, hawks and owls that most adults have never seen. When our kids go to bed at night, it is often to the sound of a Great Horned Owl calling out from a tree on our property. When they wake up in the morning they run down an open hill to feed our animals and check the stream for crayfish, frogs and fish.

To us, Elfin Forest is more than just a special community – it is a little piece of magic.

Valiano, as proposed, threatens to destroy our magical Elfin Forest – a beloved and unique community which has enhanced the lives of residents, visitors and animals alike over the past 125 years. Which is why I refer to it as Valia-NO!

Elfin Forest is the last rural community of its kind in San Diego County, west of the 15. And it must be protected.

I am one of many who is taking the time 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 Elfin Forest Community.**

Following are some of my concerns with this project:

FIRE:

This project will have potentially massive impact on my family's safety and that of my community.

- From the DEIR it is clear that the developer has not taken into account the most recent fire, Cocos Fire. The DEIR states most fires come from the East, when the last few fires, including Coco's came from the West.

CX-1 Thank you for your introductory comments. The Project would not have direct, significant impacts on the area because Elfin Forest is approximately 5 miles south of the Project. The Project would not change the rural character of the Elfin Forest community. Please see responses to specific comments, below.

CX-2 See Topical Response: Fire/Evacuations regarding evacuations. Your comment and others resulted in clarifications being added to the FPP to specifically address the Coco's Fire. Thank you for your comment.

COMMENTS

RESPONSES

CX-2
cont.

- The 326 houses proposed will make evacuation extremely difficult! 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. 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 hours 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 much bigger 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.

CX-3

- 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, loading large animals is not fast or easy business. 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.

CX-4

- 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.

CX-5

- Additionally, they are increasing our risks by asking for (and have already received) a variance on road width on Hill Valley because they don't have easements to widen it. It is not wide enough for two fire trucks to pass side by side. SMFD gives them the variance, but other FD will likely respond (and deal with the safety consequences). **This puts us at more risk as firetrucks will have reduction of access to Hill Valley Road.**

CX-6

- They are assuming existing home owners will be responsible for Fuel Modification Zones, an encumbrance to those landowners.

CX-7

- Lastly, the FPP focuses exclusively on the impacts to *the project* but no reference to how it will jeopardize the wellbeing and safety of existing community as well as potential Valiano home owners.

Traffic:

- SEE EVACUATION ISSUES ABOVE

CX-8

- 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.

CX-9

- 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.

CX-10

- 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.

CX-3

See Topical Response: Fire/Evacuations regarding evacuations. The Country Club Drive exit would be improved for better circulation. See Response J-4a.

CX-4

The FPP documents that the travel time with SMFD resources, mutual aid, and auto response resources from surrounding communities and jurisdictions is less than the five minute requirement for emergency services to all portions of the proposed Project. Additional fire suppression resources can be ordered very quickly including air, crews, engines resources, etc. from CAL FIRE, the County, and national agencies. The temporary fire station is already open at HGV. Escondido Fire Department did not request fair share contribution.

CX-5

The approved exception request for a limited section of Hill Valley Drive would not compromise fire safety, as stated in Response E-6. Hill Valley Drive would be improved to private road standards (24 feet paved width) if the right of way or easement becomes available for use or purchase; it would then be used as a day-to-day access and not only for emergency purposes.

CX-6

The Project has been revised to eliminate off-site fuel modification zones, as stated in Response I-49.

CX-7

See Responses I-59 and K-197 for how the proposed fire protection measures increase fire safety for the surrounding community.

CX-8

This is a repeat of comment AD-14. See Response AD-14.

CX-9

This is a repeat of comment AD-15. 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.

CX-10

This is a repeat of comment AD-16. See Response I-61 regarding impacts of the SPRINTER.

COMMENTS

RESPONSES

- CX-11
 - 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.
- CX-12
 - The sight lines at the intersection of Mt. Whitney and Country Club as well as those at Hill Valley and Country Club do not meet county standards.
- CX-13

General Plan Incompatibility:

If the project is allowed to proceed as proposed it will be in direct conflict with at least two of the initiatives contained within the County's Strategic Plan. Specifically:

 - *Make neighborhoods healthy places to live, work and play*
 - The noise, air pollution and traffic associated with this project would make my neighborhood a markedly unhealthier place to live, work and play compared to today
 - *Help communities prepare, respond and recover from public health threats, environmental hazards and other emergencies*
 - If this project was built as proposed, the inability to evacuate safely and in a timely manner during a wildfire would leave my community far less able to respond to such an emergency
- CX-14
- CX-15

Community and Land Use:

 - **General Plan Update:** In the 2000s, the County staff and many members of our community (upwards of 60+ over many many meetings) collaborated on the General Plan Update and it was decided that our community should take "our share of density" to accommodate the growth that SD County would experience over the next 20 years. This is where the Community Development Model was implemented where our share of this density would form part of a denser village and then the density would feather outwards away from the village limit line, in order to protect the rural nature and the values of our community. *We agreed with this compromise.* This project violates that compromise and it violates the Community Development Model as it creates higher density outside the village core after the "feathering out" has occurred. This is significant.
 - **Harmony Grove Village:** Then came New Urban West proposing a massive development. We worked with them over several years to come up with a project that fits in with the Community Development Model and our community plan previously elaborated with County Staff. It fulfilled our obligation to accept our fair share of density and growth in San Diego County. We played fair because that is who we are. We are not NIMBYS who reject any and all application. HGV is a clear example of that. AND, it maintained the Community Development model by keeping density in "the village" and feathering out with lower density the further you get away from the village. In fact, the lots to the north of HGV right next to Valiano's proposed area, are large lots (some as big as 10-20 acres), as are virtually every surrounding property to Valiano. The majority of the properties are 1 acre or more. So Valiano violates the word AND the spirit of our community plan and the compromise we made by clustering houses closely together in very high density clusters. To approve this increase in density would be a slap in the face to the community and, frankly, would destroy any trust our community (and many others) have in our County administration.
 - **NC17:** This property had already received an up zone from SR2 to SR1. Then they came back in front of the BOS to ask for yet another up zone to SR0.5. This time, the BOS denied them for the reasons mentioned above: it violates the CDM, this community has already accepted its fair share and it violates the spirit of the agreement we made with county during the general plan process. Now, they are trying a
- CX-16
- CX-17

- CX-11 This is a repeat of comment AD-17. See Response AD-17.
- CX-12 This is a repeat of comment AD-18. See Response AD-18.
- CX-13 This is a repeat of comment AF-20. See Response AF-20.
- CX-14 This is a repeat of comment AF-21. See Topical Response: Fire/Evacuations.
- CX-15 This is a repeat of comment AD-2. See Response AD-2 and Topical Response: General Plan Amendment and Subarea Boundary Adjustment CEQA Analysis.
- CX-16 This is a repeat of comment AD-3. See Response AD-3 regarding the Community Development Model and the importance of community input, as well as Response U-2a regarding the size of Eden Valley lots and clustering issues.
- CX-17 This is a repeat of comment AD-4. See Response AD-4.

COMMENTS

RESPONSES

CX-17 cont. third time to get an up zone. Nothing has changed on the ground since it was rejected the last time. The same logic applies and BOS should not approve this up zone for the same reasons as before.

CX-18

- **Community Plan:** Our community plan calls for a rural community with rural zoning and rural environment. The applicant claims it is a semi-rural development and claim to have rural themes. If houses tightly clustered together, with 1000 foot walls, 20 feet high, manufactured slopes, street lights, fencing and gates and cul-de-sacs can be defined as rural, I think they are looking at the wrong dictionary. Please, look “rural” up in the dictionary. Valiano is not it. Rural means wide open spaces, rolling hills, trees, nature, animals, barns and wildlife. Valiano is none of these things. Not only is this a significant impact but it is an existential impact: our community would be destroyed if Orange County-style developments like Valiano are squeezed into our little bucolic valley.

CX-19

- **Septic:** Our community plan calls for septic, not sewage treatment plants (again, not rural). This is inconsistent.

CX-20

Equestrian:

The applicant’s attempt at incorporating a small number of equestrian lots to somehow check the box on rural and equestrian fails on a number of levels.

- First, there aren’t enough equestrian lots. We are an equestrian community and outnumbering equestrian houses with non-equestrian houses will tip the balance against horse-keeping and more towards suburban living.

CX-21

- Shoe-horning horses and stalls onto 1/3 acre lots along with a two story house and garage makes it less likely that the property will be used for horse-keeping. There is barely enough space for a horse to be kept humanely.

CX-22

- A horse eats at least 600 pounds of hay a month and produces 500 pounds of manure and soiled bedding every week. On a 1/3 acre lot, there is really no place to pile manure or store hay in a safe manner. Hay, if not kept correctly, can spontaneously combust. It is the cause for many a barn fire.

Visual Character:

CX-23

The project will be introducing elements that drastically change the aesthetics and visual character of the community in a permanent and significant way:

- 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.
- 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.
- Goes against General Plan policy COS 12.1 (does not preserve hillsides and ridgelines, mass grading of natural landforms).

CX-28

Air Quality and Green House Gases:

CX-18 This is a repeat of comment AD-5. See Response AD-5.

CX-19 This is a repeat of comment AD-5. See Response AD-5.

CX-20 This is a repeat of comment AD-19. See Response AD-19.

CX-21 This is a repeat of comment AD-20. See Response AD-20.

CX-22 This is a repeat of comment AD-21. See Response AD-21.

CX-23 This is a repeat of comment AF-22. See Responses AD-5 and AF-22 regarding grading and manufactured slopes.

CX-24 This is a repeat of comment AF-23. See Responses AD-5 and AF-23 regarding walls, fencing and sound walls.

CX-25 This is a repeat of comment AD-24. See Response U-2a regarding the consolidated nature of proposed development.

CX-26 This is a repeat of comment AF-25. See Response AF-25 regarding characterization of Project impacts and the Project simulations.

CX-27 This is a repeat of comment AF-26. See Response K-16 regarding Project consistency with General Plan policy COS-12.1.

COMMENTS

RESPONSES

CX-28 cont. According to the DEIR, the project will have significant and unavoidable air quality impacts and no way to mitigate these impacts.

- More than doubles the vehicle miles traveled (VMTs).
- They don't show that a project with fewer units is infeasible.
- They claim green credentials by exceeding Title 24 standards from 2008, but newer standards are currently in place (2013) which are even more stringent (and they do NOT meet these standards). This seems disingenuous or at least erroneous.
- There's a new executive order put in place by Governor Brown (4/29/15) which requires an even greater reduction of Green House Gases. The DEIR should be revised to show whether or not it meets this new reduction target.

Construction Related Impact:

CX-32 The construction calls for a large amount of blasting and grading for a period of at least 2 years, and in areas that are in close proximity to houses on hillsides as well as the valley floor. They are also within proximity to livestock and, particularly, horses, which can be very sensitive to noise and vibration. Two years of blasting and grading will be a huge imposition on the local residences and create unsafe situations involving large animals.

- A sound wall will not prevent horses from being spooked by large explosions which can cause a very unsafe situation for horse handlers and riders. It will also destroy the ability for property owners to use their properties in the way they choose (for equestrian purposes, for example).
- The suggested mitigation measure of having livestock moved out of the blasting area every time there will be blasting, is unreasonable and infeasible. Remember, there are over 180 horses in Eden Valley alone. Moving large animals is a complicated and potentially dangerous job. Doing so on a large scale would be very impractical. Several properties adjacent to the project site have 20 to 120 horses onsite at any given time.

CX-33

CX-34

Thank you again for taking the time to truly examine the devastating impact this project could have on our cherished community.

Please help us "Keep it Rural in Elfin Forest."

Sincerely,

Gigi Theberge
 Mother of three nature loving children
 Hobby animal keeper of sheep, goats, chickens and dogs
 Lover of open space and a dark night sky

CX-28 This is a repeat of comment AJ-29. The comment reiterates a conclusion in the EIR; no response is necessary. See Response AJ 29 with respect to VMTs.

CX-29 This is a repeat of comment AJ-30. See Response K-26b with respect to Project alternatives with fewer residential units.

CX-30 This is a repeat of comment AJ-31. See Response K-27 with respect to compliance with the 2016 Title 24 Energy Code.

CX-31 This is a repeat of comment AJ-32. See Response K-51 with respect to Governor Brown's issued Executive Order B-30-15.

CX-32 This is a repeat of comment AF-31. See Response K-149a for the requirement to prepare a blasting control plan and K-149b with respect to potential impacts to livestock and a Project alternative that minimizes grading and blasting.

CX-33 This is a repeat of comment AF-32. See Response AF-32.

CX-34 This is a repeat of comment AF-33. See Response AF-33.

COMMENTS

RESPONSES

Ehsan, Beth

From: jp@culturalede.net
Sent: Monday, June 15, 2015 4:13 PM
To: Ehsan, Beth
Cc: Sibbet, David; Loy, Maggie A; Blackson, Kristin; Wardlaw, Mark; Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Horn, Bill; Bruce.BettyLiska@gmail.com; Douglas.Dill@att.net; Elfin Forest Harmony Grove Town Council
Subject: Comments Regarding Valiano
Attachments: 10841944_961851837200731_8248244461240303519_o.jpg; PastedGraphic-1.png

Hello Beth:
 As a relative newcomer to this wonderful community of Elfin Forest, Harmony Grove and Eden Valley, I have been in awe of the amazing integrity, resolve, independence and unity in this community. The land we live on and the physical attributes of this area are a true gem to San Diego County. People come from all over the County to visit our area for hiking, cycling, mountain biking, horseback riding and other recreation. It is this recreation that drew many of us to this area. I first encountered this hidden gem as an elite triathlete doing his 2-3 hour rides through SD County. This piece of road was an oasis among the long stretches of suburban sprawl that cyclists like myself dread. The quiet and tranquility, open space, oak trees and quaint ranch fencing made me wistful of a more innocent time.
 My wife and I and our 3 kids moved here almost 4 years ago. We quickly acculturated into the rural lifestyle. My kids know more about insects and wildlife than about Minecraft and TV shows. We raise livestock, hens, work on the land and associate with our likeminded neighbors from Eden Valley to Harmony Grove to Elfin Forest. After a few months of living here I quickly realized how fragile this ecosystem really is. I learned that my predecessors spent years working with decision makers, negotiating with developers and devoting their time to making sure this little corner of the County stayed rural. I joined the Town Council for this very reason.

OUR CONCERNS

Our letter from the town council will lay out all the biggest issues with this DEIR in detail, so I will focus on two issues in my comment:

Community Character and breach of trust:

My community negotiated with the decision makers and planning staff in good faith over the years.

- We dutifully took our "fair share" in the General Plan update. We designed a plan that would utilize the Community Development Model.
- We conscientiously agreed to allowing Harmony Grove Village into our midst with the tacit understanding that this was to be our contribution. We would still be allowed to preserve the unique character of our community.
- The BOS have acknowledged on the record during various hearings related to this property (NC17, for example) that we have taken our fair share. The unincorporated county is large and we should not have to take more than our fair share.

This developer is proposing a project that is so outlandishly out of character with our community that reading the proposal is like reading a Kurt Vonnegut or Kafka novel. The subterfuge that is involved in trying to call it "semi-rural" simply because they were able to acquire (or plan to) a large agriculture parcel which lowers density overall (at least on paper) is a tad offensive. There will still be hundreds of tiny parcels, lumped together in an area surrounded by large lots of an acre or up.

Traffic:

Living on Elfin Forest Road, I have witnessed the traffic increase since the HG Village project has started to build out. The DEIR does not adequately measure the impact the project will have on our road (only 6% going West?). This needs to be looked at more carefully.

Fire:

I am attaching photos that show what the Valiano project area looked like during the most recent Coco's Fire which was not analyzed in the DEIR. There are photos of people sitting in their cars in San Elijo stuck in traffic for close to two hours while flames are visible overhead. This is what we await in Eden Valley. One road. One egress. 380 houses all leaving the same route. Remember the fires of 2007. Most of the 23 folks who lost their lives were evacuating.

CY-1 Comments noted. Your appreciation of Elfin Forest and nature is understood. See responses to your specific concerns below.

CY-2 See Topical Response: General Plan and Community Plan Amendment CEQA Analysis regarding the General Plan and proposed GPA, Responses I-3 and I-4 regarding the Project consistency with the Community Development Model, Response AD-4 regarding the NC-17 hearing, Response U-2a regarding the semi-rural nature of the community and consolidation of units, and Responses K-11b and AD-3 regarding the sizes of lots in Eden Valley.

CY-3 See Response AD-14 for why 6% is an appropriate trip distribution onto Elfin Forest Road

CY-4 See Topical Response: Fire/Evacuations regarding fire evacuation.

COMMENTS

RESPONSES



JP Theberge · President · Director of Insights
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For frequently updated articles and tweets relevant to the multicultural and Hispanic space, follow us on Twitter.

COMMENTS

RESPONSES



COMMENTS

RESPONSES



COMMENTS

RESPONSES

Ehsan, Beth

From: Alicia Strother <aliciaann1981@gmail.com>
Sent: Sunday, June 14, 2015 8:19 PM
To: Sibbet, David; Ehsan, Beth; Loy, Maggie A; Kristen.Blackson@sdcounty.ca.gov; Wardlaw, Mark
Cc: Fitzpatrick, Lisa; Cox, Greg; Jacob, Dianne; Roberts, Dave; Ron-Roberts; Horn, Bill; bruce.bettyliska@gmail.com; douglass.dill@att.net; efhgtc@gmail.com
Subject: Eden Valley/Valiano project

Dear Ms. Ehsan and whom it may concern:

I am an owner of horse property on Eden Valley Lane. I acquired my property over 8 years ago. I was drawn to the area because it was a perfect quaint small place to have my horses. I have had horses for close to 25 years. Southern California is running out of land and area for horse keeping.

I think it is very important that we keep the current zoning in place and not change the whole tenure of the neighborhood. You are aware of the huge fire risk as well as the major traffic impact it would cause. The traffic alone would make my property not fit for its current purpose. Loud noise and speeding cars would make it hazardous for me, my daughters, and my mother to ride our horses.

This is an area that is filled with wildlife. We have deer, coyotes, woodpeckers, various snakes and blackfoot weasels. I would hate to see them pushed out of their homes. Its very evident people love having open space and untouched land. If you drive by the preserve on elfin forest road there is absolutely no parking. People need areas to get out and hike and see nature.

Please make the developers be responsible with their development and please don't let them change the general plan. Keep the current zoning for the safety of the current and new residents!

Thanks in advance,
Alicia Torres
2867 Eden Valley Lane
Escondido Ca 92029
760-520-5721

- CZ-1 Comment noted. One of the Project objectives is to "design a community that embraces and preserves the equestrian nature of the surrounding area and provides amenities for the equestrian community." See Response AD-19.
CZ-2 See Responses U-2a and AD-5 for the inclusion of rural and semi-rural elements in the Project and Response AD-2 regarding the proposal for a GPA.
CZ-3 See Topical Response: Fire/Evacuations regarding fire evacuation.
CZ-4 The existing traffic on Eden Valley Lane is approximately 400 ADT. With Project traffic, Eden Valley Lane would be expected to carry 1,862 ADT, which would be under the County private road standard capacity of 2,500 ADT. This increased in traffic would not preclude the use of your property for equestrian uses. In addition, Project amenities would enhance equestrian use in the area through a public multi-use trail and other equestrian amenities.
CZ-5 Noise impacts to off-site receptors were analyzed in accordance with County noise standards in Subchapter 2.6. Impacts to your property, modeled as Receiver R 59 in Table 2.6-3, would not exceed County standards.
CZ-6 See Response CZ-4 regarding equestrian use on your property and Eden Valley Lane.
CZ-7 See Response BC-8 regarding the Project site's relationship to regional conservation planning.
CZ-8 Your comment is noted about the love for open space and untouched land. To preserve this aspect of the area, the Proposed Project would retain 31.2 acres of biological open space and 32.9 acres of agricultural open space easement, as well as landscaped open areas and parks. In addition, the Project's public multi-use trail would allow residents and visitors to be outside and see nature. Your comment about access to the preserve on Elfin Forest Road does not raise an environmental issue with respect to the EIR analysis, so no CEQA response can be given.

COMMENTS

RESPONSES

CZ-9 See Topical Response: General Plan/Community Plan/Community Character regarding the need for a GPA. Your opposition to the Project is hereby included as part of the record and made available to the decision makers prior to a final decision on the Proposed Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Williams <watravis@aol.com>
Sent: Monday, May 18, 2015 12:48 PM
To: Ehsan, Beth
Subject: Valiano project

Beth,

I am extremely concerned about many of the problems with The Valiano project. However, my greatest concern is for the Safety of the community. The Cocos fire last year demonstrated that the current amount of homes in Eden valley, harmony grove, and elfin forest placed us at great risk when needing to evacuate, especially when one of the main roads to exit was closed for a time. The current ongoing buildout of Harmony grove village's 750 homes will add up 1500 more vehicles (2 cars per household, possibly more). That in itself is frightening! With an Additional 326 homes, (650 vehicles potentially), another fire could possibly trap hundreds of people, especially if again one of the exits is blocked by the fire, which is many times the case. The fact that there will be a new Fire dept station does not in any way mitigate this situation in a large fire event. Please address the seriousness of this issue with those responsible for not only keeping the integrity of our rural community, but also assuring Us peace of mind the next time we have a fire alert.

Sincerely,

Bill Travis
2640 Harmony Hts, rd.
Harmony Grove, CA

DA-1 The comment is related to fire evacuation which is addressed in Topical Response: Fire/Evacuations and Subchapter 2.9. Your concern regarding the effects of the Project on evacuations is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

COMMENTS

RESPONSES

Ehsan, Beth

From: Linda Troup <linda.troup@gmail.com>
Sent: Wednesday, May 20, 2015 3:04 PM
To: Ehsan, Beth
Subject: Harmony Grove Village

Hello Ms. Ehsan,

I'm writing to express my concerns about the proposed development, Harmony Grove Village.

Allowing this development to go in will be a logistic nightmare during our next fire evacuations. I have lived in this area of Escondido for 9 year. In that time we have had to evacuate 5 times for 3 different fire events. YES we have had to evacuate twice for the same fire event two times now.

Adding all these residents to the road during fire evacuations puts everyone's lives at risk. Think of how many were killed in the Cedar Creek Fire out on Wild Cat Canyon road because they couldn't get out.

Besides the risk during fire season it is crazy to be building more homes that will expect to have running water when we are in the worst drought on record. It is irresponsible to the community and our water saving efforts.

Please do all you can to stop this development.

Thank you for considering my concerns for our residents, the potential new residents, and my family.

Linda Troup

DB-1 The comment is related to fire evacuation which is addressed in Topical Response: Fire/Evacuations and Subchapter 2.9. Your concern regarding the effects of the Project on evacuations is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

DB-2 The comment is related to water usage which is addressed in Response C-2, C-8, C-10 and K-99 and Subchapter 3.1.8. The Project would implement water saving efforts as part of the community.

DB-3 The comment expresses the opinions of the commenter, but does not raise an environmental issue within the meaning of CEQA; therefore, no further response is required.

COMMENTS

RESPONSES

Ehsan, Beth

From: Buz Rufe <buzrufe@san.rr.com>
Sent: Tuesday, June 09, 2015 10:18 AM
To: ;
Subject: County Development Issues

I am writing to all those interested parties having issue with determining the fate of several developments west of Escondido...specifically Valiano, in the 'pre-application phase' of development. I will reference the development EIR by specific numbers at the end of this writing.

I have lived in the same house for 45 years. It is located slightly northwest of the Escondido city limits near the former Escondido Country Club and golf course. When I moved here, the population of Escondido was 36,000. Now, it is close to 150,000! Needless to say, I have seen Escondido make many changes.

One of the changes is that traffic and human congestion has increased dramatically, and I have to say that this has impacted the quality of life negatively. However, we chose to stay for all the positives of living in the Escondido community.

One of the negatives of living in this particular part of North County is that the intersection of Nordahl and 78 is the most congested intersection in San Diego County at rush hour. A recent attempt to relieve some of this congestion was completed in 2014 with limited results by adding a lane to the offramp at eastbound 78 and Nordahl.

In looking at future development that will undoubtedly be adding to the congestion at this intersection and also to intersecting I-15 are as follows: Harmony Grove Village, already approved and in the 'build-out' stage. This site will add 742 homes to the west of Harmony Grove and Country Club roads.

Directly south is Harmony Grove Village South, a site in the 'pre-application phase' of development that will ultimately add 458 homes to this area.

Just north of Harmony Grove Village is a development called Valiano, also in the 'pre-application phase,' which proposes 362 homes (This total is in violation of the recently-approved General Plan, and builders are asking for an amendment to approve this).

All of the above locations are near the community of Harmony Grove, an unincorporated community that has suffered enormously in the wildfires that have ravaged it nearly every time there have been fires. In 1996, there was a human death and severe loss of horses and other types of animals. Much of the loss was attributable to the difficulty and sometimes inability of firefighters to access the difficult terrain to the homes. In 2014, this was painfully evident in the Coco's fire, with severe losses. Apparently, some of these homes are uninsurable.

A point of emphasis is that this area has only poorly-maintained access roads and streets that are only of 2-lanes. All of the ingress and egress to the north and 78 will

DC-1 The comment is related to fire evacuation which is addressed in Topical Response: Fire/Evacuations and Subchapter 2.9. Your concern regarding the effects of the Project on evacuations is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project.

DC-2 The comment is related to water usage which is addressed in Response C-2, C-8, C-10 and K-99 and Subchapter 3.1.8. The Project would implement water saving efforts as part of the community.

COMMENTS

RESPONSES

DC-2 cont. have to be on 2-lane Country Club Rd., a situation that seems almost impossibly difficult with a build-out population of 1562 homes! Adding to this total is another 'Pre-application' development SW of Harmony Grove Village that will make the total proposed and existing population of this area of over 2200 new homes!

DC-3 Thus far, all I've addressed is congestion and the lack of infrastructure to handle it. NOW CONSIDER THE IMPACT OF WATER USAGE.

I believe I've said enough.

Signed,
 Stephen Wacknitz
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Valiano Draft Environmental Impact Report: PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-REZ-13-001, PDS2013-TM-5575, PDS2014-MUP-14-019, PDS2013-STP-13-003, PDS2013-ER-13-08-002

DC-3 The comment expresses the opinions of the commenter, but does not raise an environmental issue within the meaning of CEQA; therefore, no further response is required.

COMMENTS

RESPONSES

From: [Brenda Wright](#)
To: [Sibbet, David](#); [Ehsan, Beth](#); [Loy, Maggie A](#); [Blackson, Kristin](#); [Wardlaw, Mark](#); [Fitzpatrick, Lisa](#); [Roberts, Dave](#); [Cox, Greg](#); [Jacob, Dianne](#); [Ron-Roberts](#); [Horn, Bill](#); ruce.bettviska@gmail.com; douglas.dill@att.net; efhgqc@gmail.com
Subject: I hope I'm not too late
Date: Tuesday, June 16, 2015 7:48:57 AM

Dear Ms. Ehsan:

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 Brenda Wright, and I've lived on Country Club Drive in Eden Valley for 5 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.

My main concerns are many. The impact of the HGV are already a major concern, particularly because of the traffic it will cause on Country Club Drive. Many of us walk on this road all day, with horses, dogs, and children. Due to it being a straight shot, the speed of the vehicles traveling it are already dangerous. I've noticed a big increase in the number of vehicles even just from the construction that has been going on for the past year.

When we were evacuated because of the fires last year, just the existing population caused a backup and long waiting lines to get out of the neighborhood. Trucks with horse trailers need to be considered as they are cumbersome and take more time and effort to navigate. The 400+ homes of HGV will already severely impact this situation as there is not sufficient access in and out of that neighborhood. I can't even understand how that community was approved with Country Club Drive being the main access, and it being a two lane road through a rural area. There are not even street lights sufficient to light this street. I am very, very concerned.

I moved to this area to be in a rural neighborhood, and highly value the fact that we have large lots, horse properties, and the country feel. That is already being impacted by HGV. I don't know what this will do to our home values, but the main issue is how it will affect our every day living.

I hope that you will take our concerns and very valid opposition to the Valiano project seriously, not to mention legally. We have already conceded to a major housing development, and the proposed one would negatively impact us even more. Please put yourselves in our shoes. If you bought your family home or retirement home in a neighborhood such as ours, and then had 1000 homes built around you, I'm sure you would be as upset as we all are.

DD-1 This comment indicates that the Project would threaten to destroy the community (character) and 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.

DD-2 The TIA (Appendix H of the Final EIR) and EIR (Subchapter 2.8) evaluate traffic conditions under near-term and long-term conditions per County Report Requirements for Country Club Drive. The Project would provide mitigation along Country Club Drive from Auto Park Way to Kauana Loa Drive by implementing intersection improvements at the Country Club Drive/Auto Park Way intersection, connecting the existing sidewalk along the northern side of this roadway section with a 5-foot sidewalk and providing a 4-foot decomposed granite pathway along the south side of this segment with a 6 inch asphalt berm, and providing left-turn pockets onto Project access roads at Eden Valley Lane, Mount Whitney Road, and the two future access driveways. Regarding construction traffic, see Response K-156.

DD-3 See Topical Response: Fire/Evacuations regarding fire evacuation.

DD-4 Please note that property values are not a CEQA issue, but your concern for your neighborhood is noted and is hereby included as part of the record and made available to the decision makers prior to the final decision on the Project. See Response U-2a regarding the semi-rural nature of the Project, AD-19 regarding horse keeping, and AD-5 regarding rural elements of the Project. Related to views from your property, you are approximately 0.25 mile removed from the closest part of the Project due west of your home (based on review of Google Earth). This would be looking down the street south of posted Milpas Drive (with existing developed lots on both sides) toward the northeast corner of Neighborhood 3 (open space with oak trees in this area). Therefore, views from your home would not change substantially.

COMMENTS

RESPONSES