

COMMENTS	RESPONSES
<p style="text-align: center;">Comment Letter RI2</p> <p>April 8, 2018</p> <p>Ashley Smith County of San Diego Planning & Development Services 5510 Overland Ave, Suite 310 San Diego, Ca 92123</p> <p>Dear Ms. Smith,</p> <p>I live in Elfin Forest and reviewed the traffic portion of the Harmony Grove Village South EIR and have the following comments:</p> <p>As a former member (in the late 1980s and early 90's) of the San Dieguito Planning Group , I have reviewed quite a few EIRs. While I was on the planning group we updated our community plan at the time as well. The San Dieguito Community Plan has always emphasized a rural community with a minimum of 2 acre lots, many of which are on septic systems. We primarily have light collectors throughout our area. The recent developments in the Harmony Grove area continually go against our community plan.</p> <p>Besides the fact that this and the other Harmony Grove project are contrary to the community plan, my other complaint about this project is the traffic that will be generated by all the homes (this project and the other 3). I reviewed the traffic section, as I mentioned above, and once again...as with Harmony Grove Village and the Valiano project (to the north of Harmony Grove Village development), they continue to disregard the effect, individually or cummulative, of traffic generated by these developments, There does not appear to be any mention of traffic going down Harmony Grove Rd and then down Elfin Forest Rd. It is as if all of the traffic will magically be denied any access down this part of the road. As you know, traffic along 15, 78 and Del Dios Highway are, at peak hours, level of service E and sometimes F. Does the county really believe that none of the potential residents of the 1800 homes(cumulative for all 4 proposed or soon to be proposed developments in Harmony Grove: Harmony Grove Village, Valiano,</p> <div style="text-align: right; margin-right: 50px;"> <p>RI2-1</p> <p>RI2-2</p> </div>	<p>Response to Comment RI2-1</p> <p>The County acknowledges these introductory comments; however, they do not raise an issue concerning the analysis or adequacy of the RDEIR pursuant to CEQA Guidelines Section 15088.5(c). For a full description of the scope of recirculation for this EIR, please see the Recirculation Readers Guide, dated February 22, 2018.</p> <p>Response to Comment RI2-2</p> <p>This comment relates to an issue outside the scope of recirculation pursuant to CEQA Guidelines Section 15088.5(c). For a full description of the scope of recirculation for this EIR, please see the Recirculation Readers Guide, dated February 22, 2018. While the comment does not address an issue in this RDEIR, the FEIR analyzes potential Project-related traffic impacts, including cumulative and multimodal impacts, and sets forth feasible mitigation measures for significant impacts. The study area includes local roads and intersections that would receive 25 or more peak hour trips. This analysis is detailed in the Traffic Impact Analysis (Appendix D) and Subchapter 2.2, <i>Transportation/Traffic</i>, of the FEIR.</p>

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<p style="text-align: center;">Comment Letter RI2</p> <p>Harmony Grove Village South, and the development to the south of Harmony Grove Village South) will drive down Harmony Grove Rd in the direction of Elfin Forest Rd? Why has this not been brought up in this or any prior EIR for the developments in this area? I keep bringing it up, but never see any change to the EIR commenting on this. Does the county and developers expect us to buy off on the fact that out of a potential of 18,000 ADTs (10 per home) none will go down this light collector? Does the county understand that this road has a hill on one side on Harmony Grove Rd en route to Elfin Forest and a creek on the other with no realistic means to expand this 2 lane road? Does the county understand that there are quite a lot of bikes that ride this road and there is no bike lane, no side walks and the roads are winding and have poor site distance? There is not supposed to be passing along this road either, but that doesn't stop cars from passing illegally. This road is already getting very busy at peak hours, since it is used a lot as a shortcut between the 5 freeway and the 15 freeway given the traffic on the freeways, Del Dios and 78. And given that the site distance is poor at many places along Elfin Forest and Harmony Grove Rds, there is bound to be deadly accidents along this road. In fact, someone a few years ago tried to pass my husband on Harmony Grove Rd near Elfin Forest Rd and that person crashed head on into a car coming from the opposite direction. I am worried also that there may be deadly accidents with bicyclists with the increase in traffic. As I said, the roads are currently too narrow to handle the bicycles and cars, given the 3 foot law to stay clear of bicyclists, quite often cross over the solid double yellow lines to pass them on blind curves. If $\frac{1}{2}$ of the potential ADTs from these developments (cumulative 18,000) went through Harmony Grove/Elfin Forest Rds, that would be an additional 4,500 ADTs. That would be very dangerous for that light collector.</p> <p>In addition, I am tired of the county not sticking to the community plan for our area. We have always been rural, but these 4 developments alone, will change the community character of our area. The community plan should be adhered to and no exceptions should be made. Harmony Grove Village South is, like Harmony Grove Village and Valiano, an urban development and does not belong in a rural area.</p>	<p>Response to Comment RI2-3</p> <p>This comment relates to an issue outside the scope of recirculation pursuant to CEQA Guidelines Section 15088.5(c). For a full description of the scope of recirculation for this EIR, please see the Recirculation Readers Guide, dated February 22, 2018. While the comment does not address an issue in this RDEIR, housing is addressed in the FEIR, global responses, in Section 8.3.1, <i>Project Consistency with General Plan Policy LU-1.4</i>, in Chapter 8.0 of the FEIR.</p>

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<p style="text-align: center;">Comment Letter RI2</p> <p>In addition, given the potential traffic along Elfin Forest Rd and Harmony Grove Rd, this EIR should also reflect the traffic impacts along Elfin Forest and Harmony Grove Roads from the SD 15 (aka Copper Hills) development in San Elijo area (351 DU). There is a cumulative effect of traffic coming to and from that development and other developments in San Elijo along our roads. Given the gridlock along San Elijo Rd, there most certainly will be traffic taking shortcuts down our light collector roads to go east and return back the same way. At peak hours, San Elijo road is very jammed up and is probably LOS E.</p> <p>And finally, having lived out here for about 35 years, the EIR does not at all discuss the cumulative traffic impacts or grid lock (LOS F) should there be a fire east of this development and others in Harmony Grove Village area and residents needing to evacuate down Harmony Grove and Elfin Forest Rd. During the Cocos fire San Elijo Road was gridlocked with no traffic movement. Adding that many homes, should they not be able to escape to the north towards 78, east to 15 or south to Del Dios, would be catastrophic for the residents of that community along with those of us in Harmony Grove near to and including Elfin Forest area residents.</p> <p>Please recommend that this developer change the EIR to reflect the huge impact to traffic along Harmony Grove Rd and Elfin Forest Rd. And finally, please recommend denial of this project. Should you have any additional questions, please feel free to call me at 760-744-2034 (home) or via my email (mickeykc@juno.com).</p> <p>Sincerely,</p> <p>Mary Cross 7150 Circa de Media Elfin Forest, Ca 92029</p>	<p>Response to Comment RI2-4</p> <p>This comment relates to an issue outside the scope of recirculation pursuant to CEQA Guidelines Section 15088.5(c). For a full description of the scope of recirculation for this EIR, please see the Recirculation Readers Guide, dated February 22, 2018. While the comment does not address an issue in this RDEIR, the FEIR analyzes potential Project-related traffic impacts, including cumulative impacts on analyzed roads, and sets forth mitigation measures for significant impacts. This analysis is detailed in the Traffic Impact Analysis (Appendix D) and Subchapter 2.2, <i>Transportation/Traffic</i>, of the FEIR.</p> <p>Response to Comment RI2-5</p> <p>This comment relates to an issue outside the scope of recirculation pursuant to CEQA Guidelines Section 15088.5(c). For a full description of the scope of recirculation for this EIR, please see the Recirculation Readers Guide, dated February 22, 2018. While the comment does not address an issue in this RDEIR, impacts to fire hazards are detailed within the Fire Protection Plan and summarized in the FEIR in Table 1-2, <i>Project Design Features</i>, and Section 3.1.3, <i>Hazards and Hazardous Materials</i>, as well as in Chapter 7.0, <i>List of Mitigation Measures and Project Design Features</i>. This topic is also addressed in the FEIR global responses in Sections 8.3.3, <i>Fire Hazards Impact Analysis</i>, and 8.3.4, <i>Adequacy of Emergency Evacuation and Access</i>, in Chapter 8.0 of the FEIR.</p> <p>Response to Comment RI2-6</p> <p>These are conclusion comments. They do not raise specific issues regarding the content of the RDEIR, but will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.</p>

COMMENTS

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Comment Letter R12

