

LETTER

RESPONSE

Letter I31

**From:** Kate Fontenot [<mailto:katefontenot@hotmail.com>]  
**Sent:** Tuesday, July 29, 2014 12:58 AM  
**To:** Slovick, Mark  
**Subject:** Lilac Hills Ranch

Dear Mark,

I am writing to voice some of my concerns regarding the proposed development of Lilac Hills Ranch.

1. This is supposed to be a "Pedestrian Oriented Sustainable Community"

a. No matter of the good intentions, we all know that most people do not walk to go shopping. Our society is, unfortunately, mostly lazy and dependent on automobiles to go anywhere.

b. As far as I know, this type of community is supposed to reduce automobile dependence, traffic congestion, air and noise pollution. This project is going to cause significant traffic congestion with approximately 9,000 vehicles traveling over the Lilac Bridge on a daily basis and 24 cars per minute at the 395 exit ramp during peak times. I personally do not want to get stuck on the bridge with bumper-to-bumper traffic morning and night. All of this traffic will definitely add to air and noise pollution.

c. West Lilac Road is extremely windy and narrow. I do not believe it is safe for heavy traffic. I live 2.5 miles east of Old Highway 395 and with the extreme traffic congestion that is predicted, I believe that it may cause my commute to work to increase as much as 45 minutes each way. Again, I do not want to get stuck on the bridge in bumper-to-bumper traffic. The EIR states that road improvements and traffic signals would reduce the impact to less than significant. This is absurd...we will still have extremely heavy traffic.

d. The EIR also states that traffic on Old Highway 395/West Lilac Road impact would be mitigated through payment to the Transportation Impact Fee. This makes no sense to me. Payment of a fee does not reduce traffic.

I31-1

I31-2

I31-3

I31-4

2. Subchapter 2.3 States:

West Lilac Road between Camino Del Rey and Old Highway 395, is generally a two-lane undivided roadway and is classified as a Light Collector (2.2E) with Class II bike lanes in the County General Plan Mobility Element. The segment from Old Highway 395 to Lilac Road is also a two-lane undivided roadway. West Lilac Road between Old Highway 395 and Covey Lane is classified as a Light Collector with intermittent turn lanes (2.2C) in the County General Plan Mobility Element, while the segment between Covey Lane and Lilac Road is classified as a Light Collector with reduced shoulder (2.2F). A posted speed limit was not observed along this road.

This is not true. West Lilac Road between Old Highway 395 and Covey Lane has no intermittent turn lanes. The entire stretch of West Lilac Road between Old Highway 395 and Lilac Road is very narrow with a reduced shoulder. If a car were to break down on this road, it would block traffic because the shoulder is so narrow.

3. I do not understand how or why an area of 608 acres that is zoned for 110 homes at approximately 5.5 acres per home could be changed to allow 1,746 homes plus commercial and retail space. I think it would be more reasonable to allow homes to be

I31-5

I31-6

I31-1 The comment raises a social issue that does not relate to any physical effect on the environment nor does it raise an issue related to the adequacy of the environmental document. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

I31-2 Concerns identified in this comment are not at issue with the adequacy of the environmental document. All specific concerns have been analyzed in the FEIR. Please refer to the following subchapters of the FEIR for detailed discussions related to each of the identified subject areas within this comment: Traffic - subchapter 2.3; Air Quality - subchapter 2.2; and Noise - subchapter 2.8.

The remainder of this comment expresses the opinions of the commentator only. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

I31-3 The comment restates information contained in the FEIR, but does not raise an issue related to the adequacy of the environmental document. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. Please refer to subchapter 2.3, Traffic and Appendix E for a detailed discussion of traffic.

I31-4 The project identifies direct impacts at Old Highway 395/West Lilac Road (TR-7) that would be mitigated through signaling the Old Highway 395/West Lilac Road intersection and constructing a left-turn lane at the westbound West Lilac Road approach to the Old Highway 395/West Lilac Road intersection (M-TR-6). In addition, the project identified a cumulative impact at Old Highway 395 and West Lilac Road (TR-23). This impact would be mitigated through payment of TIF (M-TR-8). The County developed the TIF as an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. The TIF program creates a mechanism to proportionally fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development.

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built on a 2 acre minimum lot and no commercial or retail space. I moved out here for a reason...I wanted peace and quiet, little traffic and space for my animals. I do not care that I have to drive 20 minutes to get to the nearest grocery store.

I31-6  
cont.

Well, I know this is going out late. There is so much data to review, but I wanted to address my main concerns of traffic congestion and changing the zoning requirements.

I31-7

Thank you for your consideration of my concerns.

Sincerely,

Kate Fontenot  
31430 Rodriguez Road  
Escondido, CA 92026  
(858) 349-5287

I31-5 This comment raises an issue with the statement in the FEIR that West Lilac Road between Old Highway 395 and Covey lane is classified as a Light Collector with intermittent turn lanes (2.2C). To clarify, this segment of roadway is classified in the County of San Diego Mobility Element as a Light Collector with intermittent turn lanes (2.2C), however this does not mean that the road currently has intermittent turn lanes. Mobility Element classifications are applied to roadways to represent the ultimate planned improvements that could be needed with buildout of the General Plan.

I31-6 Property owners may request amendments to a General Plan pursuant to Government Code Sections 65300 et seq. See response to comment I5-2 for details related to the amendment of the General Plan by private parties. The remainder of this comment expresses the opinions of the commentator and does not identify inadequacies with the environmental document. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

I31-7 This comment is a conclusion to comments and does not raise an issue related to the adequacy of the environmental document. Changes to the environmental document are not required as a result of this comment.