

Letter I40

From: Florence Griffis [mailto:flovanago@gmail.com]
Sent: Sunday, July 27, 2014 5:24 PM
To: Slovick, Mark
Subject: Lilac Hills Ranch Reivsed Draft EIR

Mr Slovick: I am Florence Griffis, 9542 Covey Lane, Escondido, CA 92026
I am writing regarding Lilac Hills Ranch
3800 12-001 GPA, 3810 12-001 (SP), 3100 5571 (TM), 3100 5572 (TM), 3600 12-300(REZ),
3300 12-005 (MUP), 3500 12-018 STP, HLP xx-xxx, SCH 2012061100
Environmental Log # 3910 12-02-003 (EIR)
Draft Revised EIR Public Review Period 6/12/2014 through 7/28/2014

I oppose the project on many levels lbut mostly for safety and health reasons

Chap 2.2: Air Quality

The amount of dirt that will be necessary to be moved in order to construct
the project will fill the air with high particles of dust, creating a health hazard for current
residents in the area and also create visual problems along county roads and possible over to
major highways (395 and I-15)

Additional daily trips, 19,000 daily, emissions will greatly increase.
The project is not self-sustaining as it cannot supply jobs for all residents within it.

I40-1

Chap 2.3 Traffic

West Lilac, a 2 land twisting road will not accommodate 19,000 additional daily trips
without great back ups. There are no places to safely pass a slow vehicle or to allow for
cross roads to access W Lilac. It will be one, big stand still.
Roundabouts need much room to be efficient and I don't see how fire engines or large trucks
will negotiate such a situation. People in rural areas are not used to roundabouts and it will
create havoc!

I40-2

Traffic along Old 395 at Hwy 76 and I-15 is very heavy at certain times of the day -
backups are a norm and would be much worse with additional traffic.

I-15 on Friday afternoons into the evening hours is backed up and to a crawl from
Lawrence Welks Area into and beyond Temecula. This would not get any better with
additional vehicles competing for space.

I40-3

Lilac Bridge - a 2 lane bridge that cannot be widened (even if West Lilac was to be
by some miracle) would become the biggest bottle neck hazard ever!

I40-4

The intersection of West Lilac and Old 395 currently has stop signs omny for West Lilac - 4
way stops would be necessary (or a traffic light) which would back up traffic even more. It
is difficult now to try to get out at certain times of the day

I40-5

High Fire Risk Area - Again, all said above regarding Lilac .Bridge and West Lilac
would not accommodate additional traffic evacuating from the east
(fires seem to come mostly from the east) People living in Valley Center would not be able
to evacuate and enter onto 395 or I-15 using Gopher Canyon Road or Lilac Road due to

I40-6

I40-1 The comment addresses the general subject areas of air quality and
traffic and transportation which received extensive analysis in the FEIR.
Air quality is addressed in subchapter 2.2 and Appendix D of the FEIR.
Transportation and traffic is addressed in subchapter 2.3 and
Appendix E of the FEIR. The environmental analysis has determined
that construction emissions would be mitigated to less than significant;
however, operational emissions even with the implementation of
mitigation would be significant and unavoidable. The comment does
not raise any specific issue regarding the adequacy of the
environmental document. The comment also raises economic issues
that do not require a response under CEQA. 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.

I40-2 The commenter's concern is related to traffic safety, and road level of
service and design. Refer to subchapter 2.3 and Appendix E of the
FEIR for details on the analysis of impacts and proposed improvements
along West Lilac Road. The analysis demonstrates that project impacts
to West Lilac Road would be fully mitigated to below a level of
significance. The project will be required to improve West Lilac Road
between Old Highway 395 and Main Street to meet the General Plan
Mobility Element classification of 2.2C, subject to exceptions as
approved by the County (M-TR-4).

I40-3 Improvements are required at Old Highway 395 and West Lilac Road.
Improvements include the installation of a traffic signal at Old Highway
395 and West Lilac Road and the construction of a left-turn lane at the
westbound West Lilac Road approach to Old Highway 395 and West
Lilac Road.

The commenter's concern related to congestion along the I-15 is
addressed in the FEIR. The traffic analysis identifies significant and
unmitigable impacts along segments of I-15. For details on these
impacts and the significance conclusion, refer to the Global Response:
Significant and Unavoidable Impacts to I-15, included in the introduction
to these responses to comments.

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<p>additional traffic already evacuating.</p> <p>Already this year, we had early fires, none of which were in Valley Center but the amount of people getting onto the freeway and frontage roads from San Marcos and Camp Pendleton caused hours long backups to those trying to commute home or escape those fires.</p> <p>This clearly is not an area in which to add so many more homes.</p> <p>And water is a problem - the state is in drought, cutbacks are being ordered, rationing planned, can we accommodate new residents under all these conditions?</p> <p>It is not a matter of NIMBY it is a matter of common sense for protection of people - fresh air, water and safe roads in case of emergencies - all necessities for living.</p> <p>Florence Griffis</p>	<p>I40-4 The project will be required to improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County (M-TR-4). As detailed in the Traffic Study (Appendix E) and subchapter 2.3 of the FEIR, the impacts along this segment of West Lilac Road from Old Highway 395 to Main Street will be mitigated through implementation of mitigation measure M-TR-4. Additional improvements at Old Highway 395 and West Lilac Road include a signalized intersection and a left-turn lane at the westbound West Lilac Road approach. As a result of these measures, and as demonstrated in the Traffic Study, bottlenecks at the I-15 bridge crossing are not expected.</p> <p>I40-5 Improvements are required at Old Highway 395 and West Lilac Road including installation of a traffic signal at Old Highway 395 and West Lilac Road, as well as the construction of a left-turn lane at the westbound West Lilac Road approach to Old Highway 395 and West Lilac Road.</p> <p>I40-6 The adequacy of fire and emergency response service is evaluated in Chapter 2, subchapter 2.7.2.4 of the FEIR and Appendices J (Fire Protection Plan) and K (Evacuation Plan). The Evacuation Plan (Appendix K) of the FEIR includes multiple components intended to create an orderly and safe evacuation of the project site in time of emergency such details of evacuation routes, evacuation points, and specific measures to keep future residents and employees informed and safe if wildfire occurs.</p> <p>As discussed in subchapter 2.7, the primary evacuation routes are through a series of internal roadways which permits direct emergency evacuations to the north, south, east, and west depending on wildfire conditions and direction. Figure 2.7-3 identifies the project's evacuation routes. The Evacuation Plan also includes a resident awareness and education program in coordination with the Deer Springs Safety Council. The Plan requires the implementation of a program known as "Ready, Set, Go" that focuses on public awareness and preparedness, especially for those living in the wildland-urban interface areas. The program is designed to incorporate the local fire protection agency as part of the training and education process in order to ensure that the information is disseminated to those subject to the impact from a wildfire. With these measures, evacuation in the event of a wildfire could be conducted safely and the project would not create safety hazards to the public.</p>
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	<p>140-7 Water supply for the project would come from the Valley Center Municipal Water District (VCMWD) which is imported from San Diego County Water Authority. Pursuant to Senate Bill 610 and Senate Bill 221, a Water Supply Assessment (WSA) was prepared for the project by the VCMWD (see Appendix Q of the FEIR). The WSA report evaluates water supplies that are or will be available during normal, single dry year, and multiple dry water years during a 20-year projection to meet existing demands, existing plus projected demands of the project, and future water demands served by the VCMWD. Based on the VCMWD's water supply reliability analysis contained in the 2010 Urban Water Management Plan, the WSA concludes that the VCMWD would have adequate water supply to meet and exceed expected demands for a 20-year planning horizon, including the project. In addition, the VCMWD issued an updated letter dated May 6, 2014 verifying that the conclusions of the WSA are still valid considering recent drought conditions and associated water use restrictions. This letter has been included as a cover letter to Appendix Q of the FEIR.</p>
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