

LETTER

RESPONSE

<p>1 Page of 7</p> <p>July 22, 2014</p> <p>To: Mark Slovick, Project Manager County of San Diego Planning and Development Services 5510 Overland Avenue, Suite 310 San Diego, CA 92123 (Mark.Slovick@sdcounty.ca.gov) (858) 495-5172</p> <p>Subject: Revised DEIR Public Comments Regarding the DEIR Chapter 2.7 Hazards with regard to the Proposed Accretive Lilac Hills Ranch General Plan Amendment and Specific Plan PDS2012-3800-12-001(GPA), PDS2012-3810-12-001 (SP).</p> <p>Dear Mr. Slovick:</p> <p>Subject: DEIR Public Comment to the Proposed Accretive Lilac Hills Ranch General Plan Amendment and Specific Plan PDS2012-3800-12-001(GPA), PDS2012-3810-12-001 (SP), DEIR Chapter 2.7 Hazards</p> <p><u>General</u></p> <p>The entire Hazards section identifies a single Hazard Impact HZ-1 Fuel Management Zones, and proposes ineffective mitigation of HZ-1.</p> <p>The Deer Springs Fire Protection District (DSFPD) has not agreed to any of the four Options that the County has cited as valid solutions to provide 5 minute Fire and Emergency Medical Service to the Project (EMS). (please refer to Att 1 – Deer Springs Fire Minutes). In fact, the DSFPD has certified on the Project Availability Form that it can provide an average seven minute response time to the Project.</p> <p><u>Fire and EMS Service</u> - The Deer Springs Fire Protection District (DSFPD) evaluates the four Options that the County has provided as solutions to provide 5 minute Fire and EMS to the Project as Infeasible.</p> <p>Options 1 and 2 are known by the County to be infeasible. The County has long had knowledge that Options 1 and 2 are infeasible. Since the County has additional knowledge on this Subject, why was it not shared with the Public in the DEIR?</p> <p>Provide all correspondence, analyses and any information directly or indirectly pertaining to Lilac Hills Ranch Fire and Emergency Medical Services from, but not limited to: the Developer, County of San Diego including the San Diego County Fire Authority, and California Department of Forestry and Fire Protection (CALFIRE).</p>	<p style="border: 1px solid black; padding: 2px; text-align: center;">Letter I51e</p> <p>I51e-1 Introductory comment is noted. This comment expresses an opinion of the commenter and does not relate to specific environmental impacts of the project. No further response is required.</p> <p>I51e-2 It is noted that the most recent comments from DSFPD were provided July 28, 2014. In this letter, DSFPD does state that should the County accept the use of Miller Station as meeting the intent of the General Plan, the District will respond to the development under its own response time standards of 7 to 9 minutes within the Project. However, the County General Plan Policy S-6.4 sets a 5-minute travel time standard and therefore fire service Options 1 through 4 are proposed to meet the 5-minute travel time to the Project (see Global Response: Fire and Medical Services). This EIR is intended to disclose the environmental impacts of the four fire service options so the decision makers can make an informed decision on the project.</p> <p>I51e-3 As indicated in response to comment I51e-2 above, it is acknowledged that the DSFPD can provide response to the site within 7 to 9 minutes but the County General Plan Policy S-6.4 sets a 5-minute travel time standard.</p> <p>I51e-4 See Global Response: Fire and Medical Services.</p> <p>I51e-5 This comment does not provide an explanation of why the commenter believes the fire service Options 1 and 2 are infeasible and, therefore, no more specific response can be provided or is required. See Global Response: Fire and Medical Services.</p> <p>I51e-6 This request does not raise a specific and significant environmental issue under CEQA. (See CEQA Guidelines section 15132(d).) Further, the broad request for documents should be submitted as a Public Records Act request under Government Code Section 6253 where responsive records, to the extent not exempt from disclosure, can be made available for review after the payment of the costs of reproduction as stated in section 6253(b).</p>
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<p>Option 1 – Use of the existing CALFIRE Miller Station is infeasible due to jurisdiction and regulatory issues between the two Fire Agencies, DSFPD district – wide service coverage considerations, and inadequate funding for a fourth Fire Station’s annual operating cost from the added potential tax revenue from the Project.</p> <p>Option 2 – A separate DSFPD Fire Station at the Miller Station site is infeasible due to jurisdiction and regulatory issues between the two Fire Agencies, DSFPD district –wide service coverage considerations, and inadequate funding for a fourth Fire Station’s annual operating cost from the added potential tax revenue from the Project.</p> <p>Option 3 – A new on-site DSFPD Fire Station within the Northern boundaries of the Project site is infeasible due to DSFPD district – wide service coverage considerations, and inadequate funding for a fourth Fire Station’s annual operating cost from the added potential tax revenue from the Project.</p> <p>Option 4 – This option is a subterfuge from the Developer to use the siting of a Fire Station as a means to take property rights from unwilling private citizens in future Condemnation proceedings to obtain for the Developer road and sewer easement rights that this Project requires to be feasible.</p> <p>The County in proposing this Alternate and presenting it as feasible is breaching its fiduciary duty to remain impartial and objective.</p> <p>A new on-site DSFPD Fire Station within the boundaries of the Project site on Mountain Ridge road is infeasible due to DSFPD district – wide service coverage considerations, and inadequate funding for a fourth Fire Station’s annual operating cost from the added potential tax revenue from the Project.</p> <p>Fire Protection response time – The DSFPD has certified on the Project Availability Form that it can provide an average seven minute response time to the Project.</p> <p>As of this date, DSFPD has disagreed with all four Fire Protection Service Options listed in Subchapter 2.7 Hazards. DSFPD has responded that it intends to serve the Project from the existing Station 11 at Circle R Drive and Old Hwy 395.</p> <p>Using Station 11 to serve the Project, response times for the furthest area of the Project is 9.5 minutes, and DSFPD has assessed “average” service at 7 minutes on the Project Availability Form.</p>	<p>I51e-7 See Global Response: Fire and Medical Services.</p> <p>I51e-8 See Global Response: Fire and Medical Services.</p> <p>I51e-9 See Global Response: Fire and Medical Services.</p> <p>I51e-10 There is no information to substantiate the claim made by the commenter. The Mountain Ridge Road Fire Station Alternative was analyzed in the FEIR as an alternative, and included locating a fire station in phase 5 and improving Mountain Ridge Road as a public road. Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads) and Global Response: Off-Site Improvements – Environmental Analysis and Easement Summary Table for additional details related to this topic.</p> <p>I51e-11 See Global Response: Fire and Medical Services.</p> <p>I51e-12 See Global Response: Fire and Medical Services.</p> <p>I51e-13 Comment noted. See Global Response: Fire and Medical Services.</p> <p>I51e-14 As indicated in the FEIR (see subchapter 2.7.2.4), a portion of the project (71 units) can be served by Station 11 within a 5-minute travel time. See Global Response: Fire and Medical Services.</p> <p>I51e-15 See Global Response: Fire and Medical Services.</p>
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<p>3 Page of 7</p> <p>This creates a Significant Impact – Failure to meet 5 minute response time, which has not been mitigated.</p> <p>Counter to the County's statements in the RDEIR this is a Significant Unmitigated Impact.</p> <p><u>Fuel Management Zone (FMZ) Impact HZ-1</u></p> <p>We agree with the County that the Project has not provided the FMZ that Fire Codes require.</p> <p>Refer to Chapter 1 Figure 1-6 Fire Protection Plan. The mitigation offered by the County is that property owners surrounding the Project provide an FMZ by managing fuel loads on their own private lands for the benefit of the Project.</p> <p>This mitigation offered by the County is ineffective, and requires continuous and uniform maintenance by property owners outside the project that do not have a requirement to provide the Project's FMZ.</p> <p>The effective mitigation is for the Project to apply a uniform FMZ to Fire Code requirements on the Project's property exclusively. Please amend the Project's Tentative Map and Site Plan to reflect this and remove the Impact.</p> <p><u>Evacuation Route Comments</u></p> <p>The County concludes the following :</p> <p>"Through implementation of the project design features included in the Evacuation Plan, impacts associated with the adequacy of an evacuation process would be less than significant."</p> <p>This is an unsubstantiated comment by the County. We find an Impact that is not mitigated effectively.</p> <p>Having read the Evacuation Plan for the proposed Lilac Hills Ranch Project for 1746 residential units and a 200 bed memory care facility, we have concerns that the 5185 persons residing in this proposed project can be safely evacuated in an emergency scenario. The Hunt and Dudek Study conclude that the likely Evacuation Population for the Project is 8200 persons – far greater than the traffic network evaluated.</p> <p>The Evacuation Plan dated May 1, 2014 focuses nearly entirely on development of plans.</p> <p>Evacuation Planning is important.</p> <p>However, the Evacuation Plan does not adequately address the fundamental Evacuation issue for this proposed Project – capacity of available Public Roads for Evacuation.</p>	<p>I51e-15 cont.</p> <p>I51e-16</p> <p>I51e-17</p> <p>I51e-18</p> <p>I51e-19</p> <p>I51e-20</p> <p>I51e-21</p> <p>I51e-22</p> <p>I51e-23</p>	<p>I51e-16 The commenter's opinion is acknowledged and included in the project's FEIR for the decision makers to consider.</p> <p>I51e-17 Mitigation M-HZ-1 states that either an easement shall be obtained to allow compliance with the 100 feet meet FMZ standards off-site, or measures identified in the FPP shall be used to provide equivalent fire protection. The easement would allow the project access to the adjacent parcels to complete brush management. If the adjacent property owners do not agree to an easement, then the project would implement the equivalent fire protection measures. Either mitigation option would be effective and enforceable, and would provide protection in compliance with the County Consolidated Fire Code.</p> <p>I51e-18 As indicated above, mitigation M-HZ-1 would be effective, and would provide protection in compliance with the County Consolidated Fire Code. No changes to the project are warranted.</p> <p>I51e-19 The quote provided by this comment is accurate, and is intended to provide a conclusion for the approximately one page of preceding evacuation plan analysis. As the impact would be less than significant, mitigation is not warranted.</p> <p>I51e-20 The commenter's concern is acknowledged and included in the project's FEIR for the decision makers to consider.</p> <p>I51e-21 The traffic analysis included in Chapter 2.3 is intended to address average daily traffic conditions and is not intended to analyze the evacuation traffic. No area of San Diego County has roads that can handle a mass evacuation without some level of congestion. It would be infeasible to build roads large enough to preclude some level of congestion during a mass evacuation, given the infrequency of mass evacuations and the many variables involved in emergency situations. Instead, evacuation plans call for evacuations to be implemented in phases, with numerous evacuation routes, based on predetermined trigger points so smaller percentages of the evacuees are on the road at the same time. When a wildfire occurs, if it reaches a predetermined trigger point, then the population segment located in a particular vulnerable area downwind of that trigger point would be evacuated. Then, when the fire reaches the next trigger point, the next phase of evacuation would occur. This would allow smaller groups of people and correspondingly fewer vehicles to more freely evacuate</p>
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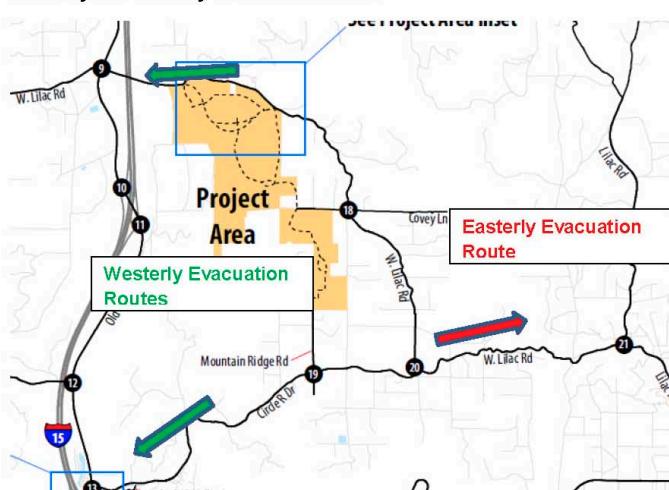
There are only two exits to the West from the Project

Only West Lilac and Circle R roads provide ingress and egress to the Project. Both are 2-lane 2.2F roads built to below standard conditions. The Project does not plan any lane additions or other improvements beyond upgrading West Lilac from the Project's Westerly entry to Old Highway 395. This limited improvement will not improve the ability for the population to safely evacuate in a Wildfire Evacuation scenario.

There is only one exit to the East from the Project

West Lilac to Lilac Road is the only Public Road to the East. This road has Horizontal and Vertical Curve radii that make it very marginal in an Evacuation scenario in which not only thousands of cars need to exit the area, but first responders need ingress.

Westerly and Easterly Evacuation Routes



In several of the May, 2014 fires, notably the Cocos fire, there were significant Urban Populations in Subdivisions with steep terrain and limited ingress and egress.

The Lilac Hills Ranch Project has similar terrain, fuel loads, and Wildfire Hazard risks.

I51e-24

I51e-25

I51e-26

I51e-27

I51e-28

I51e-21 (cont.)

areas. The Evacuation Plan determined that the location of the project and the existing and planned roads provide adequate multi-directional primary and secondary emergency evacuation routes (Evacuation Plan, page 8).

I51e-22 The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or are required. However, 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.

I51e-23 Refer to response to comment I51e-21.

I51e-24 This comment identifies West Lilac Road and Circle R Drive as westerly evacuation routes consistent with the FEIR analysis.

I51e-25 The project does include improvements to West Lilac Road as identified in this comment, but the purpose of these improvements is to improve daily traffic flows and to provide frontage improvements. While the West Lilac Road improvements may also improve evacuation conditions, it is not the primary purpose of these improvements. Refer to response to comment I51e-21 above regarding evacuation procedures. As indicated in the FEIR subchapter 2.7.6, impacts associated with emergency response and evacuation plans would be less than significant and no mitigation is warranted. Refer to response I51e-24 above.

I51e-26 With respect to the single evacuation route to the east, the FEIR analyzed the road network design and determined the project would provide adequate ingress and egress for residents as well as emergency access and conform to General Plan Goal M-4. The roads within the project site were designed to accommodate emergency vehicles and allow residents to evacuate efficiently if necessary (General Plan Policy M-4.4) and the project would provide four connecting points to existing roads ensuring that both local and surrounding residents have alternate routes (General Plan Policy M-4.2). (see FEIR, subchapter 2.3.3.3.)

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	<p>I51e-27 Refer to response I51e-24 and I51e-26 above.</p> <p>I51e-28 As indicated in response I51e-26, overall road network design for the project would provide adequate ingress and egress for residents as well as emergency access. Terrain, fuel loads, and wildfire risks were evaluated as a part of the Fire Protection Plan and adequately addressed in the EIR to determine environmental impacts. Refer to FEIR subchapter 2.7 and the Fire Protection Plan for details.</p>
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<p>5 Page of 7</p> <p>The County has found the impacts of Wildfire Hazards to be Less than Significant without any effective mitigation measures.</p> <p>We request that the County carefully consider the Evacuation difficulties encountered in the May, 2014 Wildfires before approving the Lilac Hills Ranch Project.</p> <p>A reasonable and unbiased analysis will assess this as an Impact for which Mitigation is required.</p> <p>Because of the Human Safety aspects of these Impacts, we request that the County retain a 3d party expert at the Applicant's expense to review the Impact and propose effective mitigation measures:</p> <ul style="list-style-type: none"> - Ability for W. Lilac and Circle R to safely Evacuate the area population as well as Communities to the East for a Westerly Evacuation Scenario. - Ability of West Lilac to safely Evacuate the area population for an Easterly Evacuation Scenario. <p>Primary and Secondary Access use of Private Roads by the Project</p> <p>The County's following statement on Page 2.7-31 is not true and is confusing:</p> <p>"Successive proposed phases of development will include two access points via Covey Lane and an additional gated emergency ingress/egress via Mountain Ridge Road and Rodriguez Road. Mountain Ridge Road is accessed from Circle R Road, and Rodriguez Road is accessed via Covey Lane."</p> <p>This statement infers that Rodriguez Road is used for internal circulation of the Project.</p> <p>It is also inconsistent with the Evacuation Route Map on Page 16 of the May (no date) 2014 revision to the Evacuation Plan.</p> <p>Mountain Ridge Private road and Covey Lane appear to be used as internal circulation roads for some mysterious and confusing portions of the Proposed Project. The Project represents that it intends to use Rodriguez Road exclusively for Emergency Access. However, there are conflicting statements made throughout the EIR regarding the Project's use of all three of these private roads.</p> <p>Please specifically state in an accurate and complete manner the Project's use of Covey Lane, Mountain Ridge, and Rodriguez Road for purposes of the Project, including a straightforward thorough explanation of the use of gates to limit access to some roads. Demonstrate that whatever usage of these roads is correctly reflected throughout all REIR Project documentation.</p>	<p>I51e-29 The FEIR concluded the project would have a less than significant impact related to evacuation plans and no mitigation was warranted.</p> <p>I51e-30 The commenter's concern is acknowledged and included in the project's FEIR for the decision makers to consider. The analysis included in FEIR subchapter 2.7 and the Fire Protection Plan is in compliance with the County's requirements.</p> <p>I51e-31 The commenter's request is acknowledged and included in the project's FEIR for the decision makers to consider. The FEIR concluded the project would have a less than significant impact related to evacuation plans and no mitigation was warranted. The analysis included in FEIR subchapter 2.7 and the Fire Protection Plan is in compliance with the County's requirements.</p> <p>I51e-32 This text is discussing the site access points for project Phases 4 and 5, and is identifying that Rodriguez Road would be an emergency access point for the project. This statement does not imply that Rodriguez Road is for internal project circulation.</p> <p>I51e-33 The map referenced in this comment and shown in FEIR Figure 2.7-3 accurately shows Rodriguez Road as an evacuation route consistent with the quoted statement.</p> <p>I51e-34 Portions of Covey Lane and Rodriguez Road currently extend into the project site, and Mountain Ridge Road is proposed to be extended into the project site. As shown in FEIR Figure 1-7, the portions of these roadways within the project site would be used for internal project circulation. The off-site portions of Rodriguez Road would only be used by the project for emergency access and access would be limited via on-site gates (see "restricted access points" on Figure 1-7). Mountain Ridge Road would only be used for the southern portion of Phase 5 and would be gated. The off-site portion of Covey Lane that extends between the project boundary and West Lilac Road would be improved to public road standards and would be used for both public and emergency access.</p> <p>I51e-35 Refer to response to comment I51e-34 above.</p> <p>I51e-36 The FEIR correctly identifies the usage of these roadways. Due to the lack of specificity of this comment, it is unclear where the reader is requesting further clarification and no additional response can be provided.</p>
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<p>6 Page of 7</p> <p><u>The Project does not have legal rights to use Mountain Ridge Private Road as a Secondary Access Road for purposes the Project proposes. This is likely also true for Rodriguez Road and Covey Lane Private Roads.</u></p> <p>Please refer to the Attachment - Att 2 Mountain Ridge Road Right Of Way limitations.</p> <p>The referenced Attachment obtained from the County indicates clearly that 32 offsite parcels must grant right of way for the Project to use Mountain Ridge Road for any of the Project's proposed uses. To date, none of the 32 parcels have granted rights for the Project to use Mountain Ridge Road for any purpose such as Emergency Access.</p> <p>The County clearly knows this, because this information was provided by the County Staff.</p> <p>Yet the County continues to state in its EIR that the Project complies with the Consolidated Fire Code for Secondary Road Access. How can this be??</p> <p>Please elaborate why the County believes that the Project complies with Consolidated Fire Code Secondary Access Road requirements.</p> <p>Since the Project does not comply with Secondary Access Road requirements there exists a Significant Hazard Impact – Failure to provide required Secondary Access Roads as required by San Diego County Consolidated Fire Code. The mitigation is for the Project to obtain full legal right of way for the Project to use Mountain Ridge Road for the Project's intended purposes.</p> <p>Since the Project has acquired none of the required rights from offsite owners, it is a reasonable conclusion that this Significant Hazard remains unmitigated.</p> <p>The County has not demonstrated that the Project is feasible to ever be built.</p> <p>Question – Why is the County continuing to process this Project's General Plan Amendment when the Project clearly lacks the legal rights to be built and generates so many Hazards to the Public?</p> <p>Sincerely,</p> <p></p> <p>Mark Jackson 9550 Covey Lane Escondido, CA 92026 760-731-7327 jacksonmark92026@gmail.com</p>	<p>I51e-37</p> <p>I51e-38</p> <p>I51e-39</p> <p>I51e-40</p> <p>I51e-41</p> <p>I51e-42</p> <p>I51e-43</p> <p>I51e-44</p> <p>I51e-45</p>	<p>I51e-37 See Global Response: Easements (Covey Lane and Mountain Ridge Road) for a thorough discussion of legal easement rights.</p> <p>I51e-38 See Global Response: Easements (Covey Lane and Mountain Ridge Road) for a thorough discussion of legal easement rights.</p> <p>I51e-39 Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads).</p> <p>I51e-40 Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads).</p> <p>I51e-41 Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads). The overall road network design for the project would provide adequate emergency access and compliance with the Fire Code. As such, no emergency access mitigation is required.</p> <p>I51e-42 Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads).</p> <p>I51e-43 The project would provide adequate emergency access and no emergency access mitigation is required. Refer to Global Response: Easements (Covey Lane and Mountain Ridge Roads) regarding easement access rights.</p> <p>I51e-44 The County acknowledges your comment and includes it as part of the record. The ultimate determination of feasibility is made by the County Board of Supervisors who prepare the findings in the project approval process (Los Angeles Unified School District v. City of Los Angles (1997) 58 Cal. App. 4th 1019.).</p> <p>I51e-45 The County acknowledges your comment and includes it as part of the record. Refer to response to comment I51e-44.</p>
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Att 1 Deer Springs Fire District Minutes
Att 2 Mountain Ridge ROW limitations

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**DEER SPRINGS FIRE PROTECTION DISTRICT
BOARD OF DIRECTORS MEETING**
JUNE 11, 2014
2:00 P.M.
MINUTES

1. CALL TO ORDER, ROLL CALL

President Geiser - Present
Vice-President Tebbs – Present
Secretary/Treasurer Oshy – Present
Director Slaughter-Present
Director Sealey – Present
Also present – Legal Counsel and District Administrator Liz Heaton

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by President Geiser.

3. ADOPTION OF AGENDA

Director Tebbs moved to adopt the agenda, Director Slaughter seconded the motion. **Motion approved; 5-0, 5 Ayes; 0 Noes; 0 Absent; 0 Abstain.**

4. PUBLIC COMMENTS PERIOD-None

5. CONSENT CALENDAR

- 1) Approval of Minutes –May 14, 2014
- 2) Acceptance of May Finance Report-CA. Bank & Trust, General, Capital/Reserve, and Mitigation accounts.
- 3) Acceptance of May Monthly Mercy Medical Transports

Director Tebbs moved to adopt the consent calendar, Director Sealey seconded the motion. **Motion approved; 5-0, 5 Ayes; 0 Noes; 0 Absent; 0 Abstain**

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6. COMMITTEE REPORTS

a. Lilac Hills Ranch Development-Directors Geiser and Slaughter. Chief Amestoy submitted the FPP with no demand or influence in regards to Mountain Ridge Road improvements. The Board of Directors and guest request a copy of the correspondence sent to the County regarding the FPP. The revised REIR has been released to the public and is available for review on the County website. The Board of Directors will comment on the revised REIR by due date of July 28, 2014. Director Geiser will request from Chief Amestoy his comments and present at the July meeting. The Board of Directors continues to reiterate we cannot meet the 5 minute response time per the General Plan and will service the project within their ability. The developer continues to reference Miller Station, this is a State station not a District station. In the General Plan it states fire stations must be staffed year-round, publicly supported, and committed to providing service. These do not include stations that are not obligated by law to automatically respond to an incident.

Director Sealey made a motion for our legal counsel to provide definition with respect to the levels of service per the General Plan; 1. What does it mean to be committed to providing service? 2. What does it mean to not be obligated by law to respond to an incident? Director Tebbs seconded the motion. **Motion approved; 3-2, 3 Ayes; 2 Noes, Directors Osby and Slaughter; 0 Absent; 0 Abstain**

b. Review of Bylaws-Directors Sealey and Tebbs-Revise Article 6

Director Sealey presented to the Board a copy of Article 6 with revisions and Policy G01, Chief Duties and Responsibilities and G02, District Administrator Duties and Responsibilities for review. These policies will be presented at the July meeting for discussion and approval. Director Sealey made a motion to adopt Article 6 of the Bylaws as revised and presented; Director Osby seconded the motion, **Motion Approved 5-0, 5 Ayes; 0 Noes, 0 Absent; 0 Abstain**.

c. District Annual Report FY 2014/2015- No report

d. Deer Springs Fire Vegetation/Public Nuisance Abatement Program-Directors Osby and Slaughter

The Board of Directors agreed to delete the reference to the \$25.00 fee from Ordinance 2002-03; Section 5.

7. CHIEF'S REPORT- No verbal report, Chief Amestoy was on vacation. A copy of this report is available in the District Office.

8. FIRE SAFE COUNCIL REPORT- A chipping day is scheduled for July 9, for high risk area. Please contact Craig Cook for more information.

9. UNFINISHED BUSINESS

a. Final Budget FY 2014/2015 Approval

Director Slaughter made a motion to approve FY 2014/2015 Final Budget; Director Tebbs seconded the motion, **Motion Approved 5-0, 5 Ayes; 0 Noes, 0 Absent; 0 Abstain**.

b. Emergency Access Easement for the District-David Bright & Robert Fougner-No Report

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