

LETTER

RESPONSE

From: Patty [mailto:kyranlis@yahoo.com]
Sent: Sunday, July 27, 2014 4:01 PM
To: Slovick, Mark; Blackson, Kristin
Subject: LHR DEIR

Letter I53c

Mr. Mark Slovick,

Roads:

I am against the LHR project based on many things, this is just another one of them. Please take the time to consider my objections. I know myself and many of my neighbors and area residents are opposed to this project being approved on the basis of all our safety. As you know, in 2007 and 2008 we had tragic fires in the area. Valley Center experienced tragic loses of life and homes. We are all aware of this danger and know that the roads exiting W. Lilac at that time were clogged and fortunately people were not in imminent danger although under evacuation orders for several days. Many people expressed the relief that they were able to get out while others could only pray that the fire would not come that far. If a huge project such as this is put into the combination, there will surely be many losses of life and property. It is a nightmare to even consider how this could happen. The roads out here are narrow and windy. There is no place to go around, and there is little possibility of improving the roads to a level that could handle a mass evacuation. It will be clogged enough just with daily traffic.

I53c-1

The Applicant does not have legal right of way to use either Covey Ln or Mountain Ridge Rd. These are private roads and not maintained by the county at the present time. If the county allows this project to illegally use these roads for their project, they will not only be subject to lawsuits but to moral issues as well. Why should current residents have to pay for roads for these for profit developers? Our taxes will be impacted as well as our quality of life. How many lives will the county be responsible for losing by making a developer happy and making them rich? Please do not put us in danger with traffic nightmares and fire evacuation disasters.

I53c-2

I53c-3

The bridge over I15 cannot be improved without extreme expense and it should not be up to us to pay for it.

I53c-4

Question: How can we get out of here if we are all evacuated? How can we safely travel these winding roads with a huge influx of traffic? Please reply with your answer.

I53c-5

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I53c-1 The County acknowledges your comment and opposition to the project. With respect to the adequacy of fire and emergency response service, see Global Response: Fire and Medical Services. The project's 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 with such details of evacuation routes, evacuation points, and implementation of a resident awareness and education program to keep future residents and employees informed and safe if wildfire occurs.

As discussed in subchapter 2.7, the primary evacuation routes are through a series of internal roadways with the development, which in turn permits direct emergency evacuations to the north, south, east, and west to accommodate pending wildfire conditions. As shown on Figure 2.7-3, evacuation routes include Main Street, Street "Z," Lilac Hills Ranch Road, Covey Lane, and Mountain Ridge Road. The project site would also be served by secondary emergency evacuation routes using Street "F" and Birdsong Drive on the north and Rodriguez Road in the southern Senior Neighborhood (refer to subchapter 2.7 Figure 2.7-3). There is also potential to coordinate with the DSFPD and the San Diego County Water Authority to utilize Nelson Way, to the west, in the event of an emergency situation.

The Evacuation Plan is designed to allow adjustments to the plan throughout each phase of construction. The plan provides that as each phase of construction is completed, fire and law enforcement officials would be given the opportunity to review the plan to assure its adequacy and with each phase, the evacuation routes may be subject to changes, as deemed necessary by fire and/or law enforcement officials.

The Evacuation Plan includes a resident awareness and education program in coordination with the Deer Springs Safety Council. The Plan also requires the implementation of a program known as "Ready, Set, Go." The focus of the program is on the public's 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.

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RESPONSE

	<p>I53c-2 Additional rights from other property owners are not needed to construct the Covey Lane Off-Site Improvements. Refer to Global Responses: Easements (Covey Lane and Mountain Ridge Roads) and Off-Site Improvements - Environmental Analysis and Easement Summary Table.</p> <p>I53c-3 Current residents would not be required to pay for any road improvements. The adequacy of fire response and evacuation is addressed in response I53c-1. The FEIR demonstrates that fire response and evacuation would not result in hazards. The County acknowledges your comment and opposition to the project. 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.</p> <p>I53c-4 The County agrees that widening the West Lilac Road bridge over I-15 would be an extreme expense; however, the public is not being asked to pay for this improvement. 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). This segment includes the referenced West Lilac Road bridge across I-15. 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 M-TR-4. An exception is being requested by the applicant to reduce the required parkway and shoulder widths. The standard would require 40 to 54 feet of curb-to-curb width within a 64- to 78-foot right-of-way with 8-foot shoulders, and 12-foot parkways (see Figure 4-7). The bridge currently has 40 feet of paving but does not meet 2.2C Light Collector standards with respect to parkway and shoulder width. Without the proposed exception, the project would need to widen the bridge, increasing the shoulders and parkways. It should be noted that the exception would not affect roadway capacity because it would not modify the required width of travel lanes, or the actual drivable portion of the road. A project alternative is considered in Chapter 4.0, subchapter 4.1.8.2 of the FEIR that evaluates full build-out of West Lilac Road over I-15, without design exceptions. As widening the bridge would not likely be technically feasible, this alternative also analyzes construction of a second bridge. This alternative will be available to decision makers for review prior to a decision on the project is made.</p> <p>I53c-5 Refer to response to comment I53c-1.</p>
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