

Mark Slovick  
August 19, 2013  
Page 14

distance at the intersection of West Lilac Road and Covey Lane is inadequate resulting in a significant and unmitigable traffic safety impact. This needs to be recognized in the DEIR.

167a-31

XII.

**THE PROJECT VIOLATES THE COUNTY'S PUBLIC ROAD STANDARDS**

A review of Figure 1-7 of the DEIR demonstrates the Lilac Hills Ranch project is proposing only two public roads consisting of West Lilac Road and a small portion of Covey Lane to West Lilac Road. All of the rest of the roads being proposed are private roads which prohibit access to members of the public and to neighboring property owners except in the event of an emergency requiring evacuation of residents where the gates "would be put in an open position allowing surrounding residents to use Lilac Hills Ranch roads". (DEIR pp. S-2, S-3). The proposal of private roads both inside and outside the development clearly violates numerous County policies requiring the roads be public as noted in our December 19, 2012 letter to the County. We are providing a copy of this December 19, 2012 letter as Attachment "1". Please ensure responses are provided to all of the comments contained in the attached December 19, 2012 letter. The project as currently proposed clearly violates a number of County policies requiring the roads be public and not private. The failure to disclose this in the DEIR renders the DEIR defective and violates a number of County policies requiring the roads to be public and not private.

167a-32

Stated succinctly, the DEIR is clearly inadequate and must be extensively revised to comply with CEQA. The DEIR admits the project is not consistent with the existing Land Use Element of the County General Plan requiring denial of the project under settled precedent. Finally, it is apparent that the project lacks critical access, water, and sewer easements necessary to construct the project which requires denial of the project under the County's subdivision ordinance. The project also violates County standards requiring the roads to be public, not private. **Given the DEIR's deficiencies and the additional new information required to be analyzed, revisions to the Draft EIR are required and recirculation is mandated.**

167a-33

If you have any questions concerning any of these comments please contact the undersigned at your convenience. We appreciate the opportunity to comment upon the DEIR.

Sincerely,

LAW OFFICES OF WESLEY W. PELTZER



Wesley W. Peltzer

WWP:cm  
Encl.  
cc: Jim Pardee

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167a-31 See response to comment 167a-29, above.

167a-32 All exterior roads are being improved to Public Road Standards. Internal roads are private with public access except for the Senior Community which maintains private access through the use of gates.

167a-33 This comment expresses opinions of the commenter and will be made available to decision makers prior to making a final decision on the project. This comment does not address environmental issues related to the project and no further response is required.

LAW OFFICES OF WESLEY W. PELTZER

A PROFESSIONAL CORPORATION  
751 RANCHEROS DRIVE, SUITE 4  
SAN MARCOS, CALIFORNIA 92069  
TELEPHONE (760) 744-7125  
FAX (760) 744-8259  
E-MAIL: WWPELTZER@AOL.COM

December 19, 2012

Via E-Mail

Mark Slovick  
Planning and Development Services  
County of San Diego  
5510 Overland Avenue  
San Diego, CA 92123

Jarrett Ramaiya  
Planning and Development Services  
County of San Diego  
5510 Overland Avenue  
San Diego, CA 92123

Re: *Comments on Lilac Hills Ranch Specific Plan and Road System*

Dear Mr. Slovick and Mr. Ramaiya:

We represent the Pardee family who owns two properties directly adjoining the Accretive specific plan area. These are the 79-acre Covey Farms property located on the south side of Covey Lane adjoining the Accretive specific plan area and the 40-acre Circle R property that abuts the Accretive specific plan area at the southern end of the Accretive project on Mountain Ridge Road. After reviewing the Lilac Hills Ranch Specific Plan we have some very significant concerns about its impacts on area roads in combination with the recent action by the Board of Supervisors to permit approximately 1,456 acres of land in this area to be changed to a SR-2 designation as part of the County sponsored general plan amendment and the failure of the Accretive specific plan to adhere to a number of County standards and policies contained in the Valley Center Community Plan that mandate the Accretive roads be public and not private as currently proposed and that its road system accommodate other anticipated development in the area. We are requesting that all of the Accretive roads be public roads in accordance with these established standards and that this road system be designed to accommodate other known development in the area. As currently proposed, the Accretive road system land locks a number of other parcels in the area slated for development and fails to provide both existing development and planned development with a safe means of access in the event of a fire.

167a-34

167a-34 This is an introductory comment that expresses general opposition to the project and raises issues that are responded to in the following comments. The comment is acknowledged and will be presented to the decision maker prior to a final decision on the project. Please refer to response to comment 167a-36. All "not a part" parcels have access to roads that would allow for evacuation to main roads.

The Lilac Hills Ranch specific plan permits 1,746 dwelling units with a density of 2.9 dwelling units per acre and 75,000 square feet of commercial retail uses. (Lilac Hills Ranch Specific Plan p. 1-3). Based on SANDAG's guide for vehicular traffic generation rates the Lilac Hills Ranch project would generate 29,952 average daily trips based on 12 trips for each residence and 120 trips for every 1,000 square feet of retail space per the SANDAG guide to vehicular traffic generation rates. As you know, the Board of Supervisors recently approved a County sponsored general plan amendment for property owners that permits an additional 2,863 residences over those originally approved in GP 2020. This additional 2,863 residences will generate an additional 34,356 average daily trips based on a trip generation of 12 trips per day per residence. Collectively, the Lilac Hills Ranch specific plan and the density changes endorsed by the Board of Supervisors for GP 2020 will add 64,308 average daily trips to area roads. This very substantial increase in average daily trips needs to be evaluated carefully in the traffic study

167a-35

167a-35 This comment refers to the project trip generation and to other projects currently being considered by the County. The comment calls for careful evaluation in the traffic study due to the numerous trips that would be added to area roadways. As this comment was not submitted in response to the project EIR circulated for public review, it does not raise a specific issue with regard to the analysis. The FEIR appropriately calculates trip generation rates of the project and considers the pending projects in the area within the cumulative analysis. Refer to subchapter 2.3 of the FEIR and Appendix E for the project traffic analysis.

ATTACHMENT 1

Mark Slovick  
Jarrett Ramaiya  
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for Lilac Hills Ranch. The recent action taken by the Board of Supervisors authorized a change to about 1,456 acres of land in the area around Lilac Hills Ranch from SR-4 to SR-2 which would permit an additional 728 dwelling units in the area surrounding the Lilac Hills Ranch project. These 728 dwelling units will generate an additional 8,736 average daily trips on roads surrounding the Lilac Hills Ranch project based upon SANDAG vehicle generation rates. A number of the area roads surrounding the Lilac Hills Ranch are in a substandard condition since they were never designed to accommodate growth of this magnitude.

I67a-35  
cont.

A review of the Lilac Hills Ranch specific plan indicates it is currently proposing only two public roads on-site which are West Lilac Road and Street Z located on the northern portion of the Accretive site. (Specific Plan pp. III-3 through III-5). All of the other on-site roads are proposed as private roads with no accommodation of public traffic or traffic from other existing and planned development in this area. This is a recipe for disaster both in terms of traffic flow and fire issues. In fact, the Lilac Hills Ranch specific plan currently proposes the senior center area be gated with guard gates at both Covey Lane and Mountain Ridge Road which would completely prohibit through traffic. A number of properties south of Covey Lane surrounding Lilac Hills Ranch would have no means of access except those properties abutting Covey Lane that presently have access on Covey Lane. Similarly, all of the properties that exist or are being developed south of Mountain Ridge Road would have only one means of access which is south on Mountain Ridge Road. In the event a fire blocked Covey Lane or Mountain Ridge Road both existing and planned development around the project site would be in serious danger in the event of a fire.

I67a-36

The County's major subdivision standards, the County's public road standards and key policies in the Valley Center Community Plan clearly mandate that all roads within Lilac Hills Ranch be public. Section 81.402 of the San Diego County Code on major subdivisions specifically addresses when public roads must be dedicated to County standards. Section 81.402(a) mandates that all property to be subdivided that is designated as Village Residential 2.9 in the County General Plan "shall provide access by public roads dedicated in accordance with the San Diego County Standards" (Section 81.402(a)(1)) except "if the Director DPW determines the roads will ultimately serve no more than an estimated 100 ADT or will not feasibly provide a current or future connection to another public road or another subdivision". (Section 41.402(a)(2)). Since the Lilac Hills Ranch project would generate 29,952 daily trips it is clearly required to provide public roads dedicated in accordance with San Diego County standards per Section 81.402(a)(1). In a similar fashion, Section 81.402(e) provides that "where the property is to be subdivided is located in an area identified in the County General Plan Land Use Element as a commercial or industrial designation, streets providing on-site and off-site access shall be dedicated in accordance with San Diego County Standards". 75,000 square feet of commercial retail uses are proposed as part of the Lilac Hills Ranch project requiring these roads to be public. Finally, Section 81.402(f) provides in pertinent part that: "where the property to be subdivided abuts property that could be further subdivided under the density allowed by the General Plan or could feasibly provide access to a property that could be further subdivided, the subdivider shall provide an analysis of the public road system within the proposed subdivision and that road system shall, where feasible and practical, be public and be designed so as to extend roads to the boundaries of the property to provide through access from the

I67a-37

ATTACHMENT 1

I67a-36 This comment incorrectly assumes that because on-site roads would be private, they would not be open to the public. All streets within the project site would be private and would be owned, operated, and maintained by the HOA, not the County. However, as stated in the FEIR project description, the private internal roadways would be open to the public. In addition, in the event of an emergency, the fire department would have the ability to open all gates within the project boundaries. As a result, the issues raised in the comment are not relevant.

I67a-37 This comment raises issues about the on-site roads and asserts that existing County policies requires the internal roads to be public. This issue is not an environmental issue under CEQA; therefore, a detailed response is not required. However, consistent with County policy, the proposed internal roadways would be improved to appropriate County standards. The decision as to whether the roads should be public or private is at the discretion of the County and the referenced code allows for discretion in this decision with consideration of feasibility and practicality. The County acknowledges this comment and it will be provided to decision makers prior to a final decision on the project.

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Jarrett Ramaiya  
December 19, 2012  
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**subdivision to existing or future offsite roads, with a goal of improving circulation in the vicinity".** All of these subdivision standards mandate that the Lilac Hills Ranch roads be public.

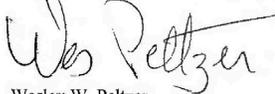
A review of the County public road standards also dictates that the Lilac Hills Ranch roads be public. Section 3.4 of the County's public road standards state that "where land abutting an existing road is to be developed, the developer shall dedicate any necessary additional right-of-way and improve such road, including traffic signal improvements and modifications, traffic control devices, and drainage improvements, to conform to these Standards". The project abuts Covey Lane and Mountain Ridge Road. This section of the County's public road standards also mandates that the Lilac Hills Ranch roads that connect to Covey Lane and Mountain Ridge Road be public.

There are adopted standards in the Valley Center Community Plan that also require the Lilac Hills Ranch roads be public. The mobility policies contained in the Valley Center Community Plan include Policy 12 (p. 53) which provides: "Access in a new subdivision shall be carefully examined. Where a clear circulation need which benefits the overall community can be demonstrated, *public roads consistent with the Department of Public Works policies shall be dedicated and constructed.* Where appropriate, future subdivisions shall be required to access public roads via at least two separate access points". Collectively, all of these policies mandate that the Lilac Hills Ranch roads be public. Please also note that policies adopted in the Valley Center Community Plan require that "the road system function at a service level no worse than "C" at peak hours as development occurs". (Policy 9 p. 52). We are requesting that the traffic studies for this project be required to evaluate the road systems both on-site and off-site in accordance with the "C" level of service mandated by the Valley Center Community Plan.

We are not currently opponents of the Lilac Hills Ranch project but we do want to ensure its road system is designed in a manner that meets the LOS C standard contained in the Valley Center Community Plan and the project provides public roads in accordance with adopted County standards. That is critically necessary for both proper traffic flow and fire safety. We appreciate the opportunity to comment on this specific plan.

Sincerely,

LAW OFFICES OF WESLEY W. PELTZER



Wesley W. Peltzer

WWP:cm

cc: Jim Pardee

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ATTACHMENT 1

167a-37  
cont.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11, DIVISION OF PLANNING  
 4050 TAYLOR ST, M.S. 240  
 SAN DIEGO, CA 92110  
 PHONE (619) 688-6960  
 FAX (619) 688-4299  
 TTY 711  
 www.dot.ca.gov



*Serious drought.  
 Help save water!*

June 24, 2014

Mr. Mark Slovick  
 County of San Diego  
 5201 Ruffin Road, Suite B  
 San Diego, CA 92026

11-SD-15  
 PM 43.28  
 Lilac Hills Ranch Revised EIR

Dear Mr. Slovick:

The California Department of Transportation (Caltrans) has reviewed the Lilac Hills Ranch Draft Revised Environmental Impact Report (DREIR), located near Interstate 15 (I-15). Caltrans does not agree with the following statements identified for the mitigation measures within Caltrans jurisdiction:

M-TR-2, 3: Language was added in the revised EIR that the applicant or designee would be required to install traffic signals at the I-15/Gopher Canyon Road intersection, or Caltrans would agree to install signals provided funding by the applicant equivalent to the cost of installation. It should be noted that Caltrans would most likely not be involved in installing direct impact mitigation for a land development regardless of it being funded by others.

Caltrans does not agree with mitigation language throughout the EIR, whereby mitigation is determined to be infeasible and would remain significant and unavoidable because the impacts are within the jurisdiction of Caltrans, or there is no project, fund or program to contribute fair-share for cumulative impacts. It is the Lead Agency's responsibility to determine and disclose under CEQA the feasibility of implementing a mitigation measure. Stating that Caltrans does not have an identified project at a location identified to have an impact as justification for not mitigating does not meet the intent of CEQA. Furthermore, Caltrans does have a mechanism or program to collect fair-share contributions for cumulative impacts on Caltrans facilities.

*"Provide a safe, sustainable, integrated and efficient transportation system  
 to enhance California's economy and livability."*

LETTER

RESPONSE

June 24, 2014  
Mark Slovik  
Lilac Hills Ranch Revised EIR

If you have any questions, please contact Marisa Hampton at (619) 688-6954.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*



**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 Tobbs - Present  
Secretary/Treasurer Osby - 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**

**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 Scaley 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 Scaley and Tebbs-Revise Article 6

Director Scaley 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 Scaley 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