

LETTER

RESPONSE

Letter I81

From: Lyn Townsend [mailto:lynrtownsend@gmail.com]
Sent: Monday, June 16, 2014 7:59 PM
To: Slovick, Mark
Cc: Eric Townsend Esq; Sara Townsend Biologist
Subject: Comments on the Draft REIR - Project Name - Lilac Hills Ranch.
Importance: High

To:
PLANNING & DEVELOPMENT SERVICES 5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123

I am a West Lilac Road resident whose property abuts the furthest northeast corner of the proposed accretive development. I am hereby sending this comment to the address above per the PDS Notice dated 12Jun2014.

In regard to Appendix K - Evacuation Plan (http://www.sdcounty.ca.gov/pds/regulatory/docs/LILAC_HILLS_RANCH/LILAC-HILLS-RANCH.html), my comment concerns fire coming abruptly from the southeast or the south, residents will push out chaotically and en masse in vehicles onto West Lilac Road heading west. Education efforts and "ready, set, go" rationale for the full build-out population cannot be relied on for an orderly sequenced evacuation. Upon seeing smoke and fire from the southeast and south, residents will drive like hell creating a bottleneck on the West Lilac bridge which is only a 2 lane bridge that is about 40 years old. A local long term bicyclist talked to a bridge inspector several years ago who was examining the bridge. The inspector stated the bridge has been pushed to the furthest extent on its support caps due to small earthquakes over the past several decades. The potential bottleneck of cars, their weight, an aging bridge and a severe fast moving fire (like those within 2 miles of my house last month, May 2014) could spell disaster for area residents. Although native brushy habitats are highly flammable, avocado/citrus groves and intermixed weedy/brushy areas can rapidly preheat and carry fire quickly to adjacent flammable fuels. The need for a direct evacuation route west to US 395 or a new 4 lane bridge to replace the existing 2 lane bridge could partially mitigate potential human loss of life. Even the existing low density population may overtax the capacity of the bridge during a chaotic evacuation. We've been lucky so far, but I do not think "luck" should be included in the justification to go forward with this development.

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I81-1

I81-2

I81-1 This comment is introductory in nature. No further response is required.

I81-2 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 such details of evacuation routes, evacuation points, and specific measures to keep future residents and employees informed and safe if wildfire occurs. 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.

Regarding the West Lilac Road bridge that crosses I-15, the FEIR evaluates the ability of this roadway to accommodate project traffic. Refer to subchapter 2.3 and Appendix E of the FEIR for details of the traffic and transportation impacts and associated mitigation measures. 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). Proposed improvements at the bridge do not include additional lanes; however, improvements would be made to accommodate projected traffic including paving, restriping, and installation of a traffic signal at Old Highway 395 and West Lilac Road including construction of a left-turn lane at the westbound West Lilac Road approach to Old Highway 395 and West Lilac Road. These improvements, combined with implementation of the Evacuation Plan would ensure evacuation to the west toward I-15 could be accomplished safely and efficiently. Also see response to comment I26-1.