

## LETTER

## RESPONSE

**From:** Patty [<mailto:kyranlis@yahoo.com>]  
**Sent:** Monday, July 28, 2014 10:22 AM  
**To:** Slovick, Mark; Blackson, Kristin  
**Subject:** LHR DEIR-questions

Letter I53d

Mark Slovick, Kristin Blackson:

I have some questions regarding the DEIR for Lilac Hills Ranch project. I would like to know how we can be sure that the infrastructure will be built after Accretive sells off the rest of the project? The first phase does not include a lot of the infrastructure promised in the subsequent phases. I have been to their other project in San Elijo Hills and I see that even though the project has grown enormously and there are a multitude of developments, there is still unfinished projects in the core of the project. Housing everywhere, but in the "town center" there is a huge blight of undeveloped property which is walled off with green screening. This is blight in the core of that project. How do we know that the same thing will not happen with this project and that the infrastructure will be completed? The matter of the waste disposal is very disconcerting. Can you tell me how the sewage will be efficiently, odorless, and safely transported out of the project with 300 homes? Where will this sewage be stored prior to its removal? How can the County staff reasonably expect this to be even a possibility?

I53d-1

I53d-2

The sewage is not the only infrastructure problem this project has. The roads are also a huge concern. Trucking sewage out daily or however often that is to happen is the beginning of a huge problem for these roads. They are not built for that kind of traffic. The school busses are not even allowed to traverse some of W. Lilac. Trailers and Motorhomes cannot traverse parts of it safely. How will added heavily loaded trucks get through the roads without creating a huge safety issue for all? Please consider these and many other objections will looking at this proposed project.

I53d-3

This is just the beginning of the questions about the infrastructure that is proposed to be built to take care of this project. I do not want my tax dollars to go to enable Accretive to pocket a huge profit from this ill conceived plan.

I53d-4

Thank You,

Patricia LaChapelle

760 644 3281

I53d-1 The Specific Plan, Section IV Implementation includes a Community Phasing Plan, starting on page IV-1. Construction of the project is anticipated to occur over an 8- to 12-year period in response to market demands and to provide a logical and orderly expansion of roadways, public utilities, and infrastructure. The five phases of the project are shown in Figure 15a of the Specific Plan and phasing would be implemented through the recording of the Final Maps. The applicant would be required to meet various commitments prior to approval of each Tentative Map or Tentative Parcel Map such as providing landscaping, street improvements, parks, open space dedications, and satisfying the mitigation measures included in the FEIR. Conditions of the Tentative Maps and Tentative Parcel Maps would provide the mechanism to ensure improvements are provided concurrent with development. The applicant does have leeway to develop the phases in any order. For example, Phase 3 may be constructed after Phase 1, followed by Phase 2, etc.

I53d-2 The FEIR, subchapter 2.2.2.5 addresses the potential odor impacts of the project, particularly related to the proposed wastewater treatment scenarios. For the on-site treatment plant scenario that would require temporary trucking of sewage, wastewater generated by the project would flow to the headworks of the on-site treatment plant. Although the treatment processes would not yet be operational (because the flows would be insufficient), the odor control systems which are part of the treatment plant headworks would be operational to address odors. Licensed sewage haulers would then transport the wastewater in tanker trucks to an offsite wastewater treatment plant for disposal. Odors would not be expected from the trucking operations because sewage would be completely contained during transport. In addition, whichever wastewater option is chosen, it would be subject to a future Major Use Permit and would include requirements to implement measures to control odors. Use of licensed sewage haulers would ensure safe transport.

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	<p>I53d-3 Prior to recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, 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). If the wastewater option is selected that requires the on-site treatment plant and temporary trucking of sewage, sewage trucks would use West Lilac Road prior to these improvements for sewage hauling off-site. As stated in Chapter 1.0, page 1-24, "For an on-site permanent WRF, trucking would be required for up to the first 100 homes (approximately three truck trips per day) to allow for a sufficient minimum flow to operate the facility. For a smaller on-site interim WRF, the number may be reduced to as few as 25 homes. In either case, as soon as sufficient flows are available, trucking operators would cease." The Traffic Analysis for the project considered the potential transportation impacts on West Lilac Road by phase, and determined that improvements would not be required to mitigate for project impacts until prior to recordation of the Final Map associated with the 929<sup>th</sup> EDU. In addition, the use of trucks to haul sewage off-site would be temporary, as detailed above. The FIER did not identify safety concerns from trucks using West Lilac Road. As a result, transportation or safety impacts associated with trucking sewage are not anticipated. 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>I53d-4 The County acknowledges your comment and opposition to the project. The project improvements would be funded by the developer and not taxpayers. 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>
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