

Damaris Abraham

From: Damaris Abraham
Sent: Thursday, May 9, 2024 3:06 PM
To: bbinoc2003@yahoo.com
Subject: RE: [External]North Tuscany Development

Hello Walter,

Thank you for your email enquiry about the Public Hearing on May 14, 2024 regarding the North Tuscany Hills project. Please see below for staff's response to your questions.

Regarding the Specific Plan and EIR

Amendment No. 1 to the Tuscany Hills Specific Plan No. 89-3, Subsequent Environmental Impact Report (SEIR) (SCH No. 2004071082), and TTM No. 31370, subdividing 368 acres into 807 single family residential lots, along with community and neighborhood parks, basins, lift station, and open space was approved by the City Council on March 22, 2005.

The Specific Plan document is available on the City's website. You can access the document using the following link: [Tuscany Hills Specific-Plan, Amendment No. 1](#)

The EIR document can be accessed using the following link: [Tuscany Hills SEIR](#)

Written notice regarding the Specific Plan Amendment and the Subsequent EIR was provided in 2005. Additionally, the SEIR was published on the State Clearing house website: <https://ceqanet.opr.ca.gov/Project/2004071082>

Regarding the development

1. Link to view the Specific Plan document is provided above.
2. The item that will be before the City Council for consideration on May 14th is a Development Agreement. There are no specific development and construction plans submitted at this time. The agreement itself does not authorize the developer to undertake any development of the subject property. It is intended to provide the developer some certainty in the development process by providing vested rights in the existing entitlements. The developer will be required to comply with all applicable Conditions of Approval and Mitigation Measures identified in the EIR including construction noise and dust when development plans are submitted.
3. The project will be required to construct access off Greenwald. Depending on the sequence of construction, that can be utilized as construction access. Also, the City inspection team typically monitors material hauling and construction vehicles to ensure no interference with school hours. Further, the City does enforce construction hours to comply with noise ordinance to minimize impact on existing neighborhoods and sensitive receptors. With respect to the intersection at Railroad and Summerhill, in the case that this is part of construction access and or haul routes, the City would enforce reduced hours to minimize impact to rush hour traffic.
- 3.a. Grind and overlay Project at Summerhill Drive was determined by the condition of pavement. This is a maintenance project which is part of a City wide pavement management program not tied to future development. Localized areas of cracking or potholes are examined on case by case basis and would be repaired accordingly.

4. The intersection at Summerhill and Ponte Russo is currently not part of the Project's conditions. Currently, the intersection has stop control from the Ponte Russo side. If at any point in the future, the intersection meets traffic warrants for a different configuration, that would be implemented at a future time. Current conditions call for a signal at Summerhill and La Strada as well as a signal at Greenwald and Bella Vista.
5. Summerhill Drive and La Strada is a controlled intersection with the speed limit being 40 mph. The parking issue stem from overflow vehicles parking on the street when the parking lots are full. There are "No Parking" signs posted in the area. Code Enforcement has responded to complaints in the past and will continue to respond to complaints and cite vehicles as needed.
6. All development projects within the City of Lake Elsinore are inspected by Building Department, Engineering, and Fire for compliance with City Standards, State and Federal Codes and regulations.
7. Impacts to Biological and wildlife resources have been addressed in the EIR. Per Mitigation Measure 3.4-5, the project is required to provide appropriate wildlife culverts/undercrossings consistent with Section 7 of the Multiple Species Habitat Conservation Plan (MSHCP).
8. All development projects are required to implement dust control/suppression procedures to ensure air quality standards are met. City inspection staff monitors construction sites for dust, dirt tracking, and noise to ensure impacts to existing neighborhoods and sensitive receptors.

Thank you,

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From: Walter, Walter Bradley, Bradley <bbinoc2003@yahoo.com>
Sent: Monday, May 6, 2024 3:35 PM
To: Candice Alvarez <calvarez@Lake-Elsinore.org>
Subject: [External]North Tuscany Development

Message from external sender. Use Caution.

Hello,

My name is Walter Bradley and I live at 10 Ponte Fiera in Tuscany Hills. I received the notice about the public hearing on May 15 regarding the proposed North Tuscany Development. I have a few questions and requests for information regarding this development.

When I purchased my home in 2016 I went to City Hall to review the Tuscany Hills Specific Plan and was told that there was never a plan to build homes north of the end of Summerhill, and that the only thing that might be build is a park and maybe a small recreational lake.

Regarding the changing of the Specific Plan.

1. What date did the City agree to change the plan?
2. Why was there not written notice about this proposal given to residents of Tuscany Hills homeowners?

About the EIR for this development.

1. When was the EIR completed.
2. Why was there not written notice about the EIR given to Tuscany Hills homeowners.
3. Please provide a link to view the complete EIR.

About the development itself.

1. Please provide a link to view the Specific Plan for the development.
2. Please provide a link to view the construction plans and specifications for the development, including construction noise and dust mitigation.
3. Please provide the City plan for restricting truck traffic on Summerhill during peak drop-off and pick-up times for Tuscany Hills Elementary.

Because of the drive-thru lane at In-N-Out, traffic backs up past the Shell station now and traffic is funneled down to one lane.

Traffic at the intersection of Railroad Canyon and Summerhill will cease to flow if there is additional construction vehicle traffic during peak hours, not to mention the impact of trucks climbing the hill on Summerhill during peak drop-off time.

3. What is the plan for Summerhill Drive from Railroad Canyon to the current deadend of Summerhill.

Summerhill recently received a grind and cap band-aid that I can only assume is supposed to make it able to accommodate the dramatic increase in traffic as a result of this new development.

In order to accommodate the dramatic increase in traffic from this development, specifically heavy construction equipment traffic, Summerhill needs to have the entire roadway section removed and rebuilt due to water infiltration from alligator cracking, settlement, and the age of the original roadway,.

4. What is the plan for the intersection of Summerhill and Ponte Russo?

Will there be a traffic signal installed at that intersection? School traffic will be significantly impacted without a traffic signal.

5. What is the plan for illegal parking along Summerhill at Tuscany Hills Park.

The city does not enforce no-parking regulations along Summerhill now, and with increased traffic there is a real possibility of a fatal accident at that location,.

6. Will there be full-time inspection by the City of proposed infrastructure for the duration of this project?

7. An extension of Summerhill to the north will require that it cross the current Flyway area. What is the plan to mitigate wildlife interference along the Flyway.

8. Please provide the City plan for providing current homeowners on the north end of Tuscany Hills relief from construction dust.

The City should have a plan in place to provide cleaning services for homeowners impacted by the construction, in order to alleviate the potential for lawsuits resulting from construction.

I will be attending the public hearing on May 14th and would appreciate if these concerns could be addressed by the City at that time.

Thank you,

Walter Bradley
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