The City of Escondido (City) acknowledges the comment letter, and notes it expresses general opposition for the Project. The comment addresses a general subject area, air quality, which was analyzed in Section 2.1, Air Quality, of the Environmental Impact Report (EIR). The comment does not raise any specific issue regarding that analysis. Therefore, no further response is required. The City will include the comment as part of the Final EIR for review and consideration by the decision makers prior to a final decision on the Project.

The comment generally addresses the subject area of wildlife, which was analyzed in Section 2.2, Biological Resources, of the EIR. As stated in Section 2.2, Biological Resources, page 2.2-15, “No known wildlife corridors or linkage areas are mapped as occurring on or in the immediate vicinity of the Project site.” Additionally, all impacts relative to biological resources would be mitigated to less than significant. The comment does not raise any specific issue regarding wildlife. Therefore, no further response is required. The City will include the comment as part of the Final EIR.
The City of Escondido has an application process for land development proposals, which complies with the California Environmental Quality Act (CEQA) and CEQA Guidelines. CEQA requires the City to respond to any comments received on the draft environmental document. When all public comments are addressed, the environmental document is then finalized for adoption by the decision maker. The comment addresses general subject areas of traffic and density, which were analyzed in Section 2.7, Transportation and Traffic, and Section 3.1.5, Land Use, in the EIR. The comment does not raise any specific issue regarding that analysis. Therefore, no further response is required. The City will include the comment as part of the Final EIR for review and consideration by the decision makers prior to a final decision on the Project.

The City acknowledges the commenter’s general concern about construction. Construction impacts are analyzed throughout the Draft EIR as it relates to topics including, but not limited to, air quality, biology, cultural resources, greenhouse gas emissions, hazards, noise, and traffic. The comment does not raise any specific issue regarding that analysis. Therefore, no further response is required. The City will include the comment as part of the Final EIR for review and consideration by the decision makers prior to a final decision on the Project.
review and consideration by the decision makers prior to a final decision on the Project.

<table>
<thead>
<tr>
<th>I6-5</th>
<th>The commenter expresses general concern regarding density. The Project’s density and compatibility with the surrounding area were analyzed in Section 3.1.5, Land Use, of the Draft EIR. As stated in Section 3.1.5, page 3.1.5-14:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>“The Project site is currently designated in the Land Use Element of the General Plan as Residential Urban I, which allows for up to 5.5 dwelling units per acre. The Project includes a total of 392 dwelling units on approximately 109.3 acres, which results in a density of 3.6 dwelling units per acre… The location, density, and intensity of suburban-style development within this community area have mainly developed through planned residential development and are generally characterized by low-density single-family neighborhoods, with pockets of medium-density single-family development (duplex units and small detached homes). The design of the Project site as proposed with the 48-acre Open Space System and greenbelt is context sensitive, and would visually and physically be compatible with surrounding land uses.”</td>
</tr>
</tbody>
</table>
Therefore, the proposed density is consistent with the City’s General Plan. The comment does not raise any specific issue regarding the analysis provided in the Draft EIR. Therefore, no further response is required.

I6-6  As shown in Table 2.7-14 of Section 2.7, Transportation and Traffic, all intersections will operate at a level of service (LOS) C or better, and all roadway segments will be mitigated to below a level of significance with exception of the El Norte Parkway on-ramp to Interstate 15 (I-15), which relies on the California Department of Transportation (Caltrans) to allow the proposed mitigation measure to be completed. If Caltrans allows the proposed mitigation, all potentially significant traffic impacts would be reduced to a level below significant. The commenter does not provide information to substantiate additional traffic mitigation. Additionally, the comment does not raise any specific issue regarding the analysis provided in the EIR. Therefore, no further response is required. The City will include the comment as part of the Final EIR for review and consideration by the decision makers prior to a final decision on the Project.

I6-7  The City acknowledges the comment letter, and notes it expresses general opposition for the Project, but does not raise any issue concerning the adequacy of the EIR. For that reason, the City provides no further response to this comment. Please see Response I6-5 regarding the analysis of the Project’s proposed density.
INTENTIONALLY LEFT BLANK