

Comment Letter L1



August 10, 2017

Ms. Kristin Blackson  
City of Escondido  
Escondido Planning Division  
City of Escondido  
201 N. Broadway  
Escondido, CA 92025

RE: The Villages – Escondido Country Club (ENV 16-0010/SUB16-0009)

Dear Ms. Blackson,

The City of San Marcos (San Marcos) thanks you for the opportunity to respond to the Draft Environmental Impact Report (DEIR) prepared for the above referenced project. The City of San Marcos Development Services Department requests your consideration of the following comments:

**Traffic & Transportation**

1. In order to minimize potential lane transition and turning conflicts, the City of San Marcos recommends mitigation measure M-TR-1 be revised as follows:

*El Norte Parkway/Woodland Parkway. Prior to issuance of a building permit for the 158th dwelling unit, the Project applicant, or its designee, shall restripe the westbound approach of El Norte Parkway at Woodland Parkway to provide two left-turn lanes, two through lanes, one right-turn lane, and a bike lane. The westbound leg (west of Woodland Parkway, now Borden Road) shall be restriped with two receiving lanes and a bike lane. The striped median and eastbound left-turn lane will be restriped to correct the offset. The westbound right-turn lane striping on Borden Road to the church driveway will be removed. The two westbound lanes shall continue westbound to Amber Lane La Cienega Road, where a lane drop shall be striped to transition to a single westbound through lane plus a bike lane. Traffic signal equipment at the El Norte Parkway/Woodland Parkway intersection shall also be modified and replaced, as necessary, to serve the revised geometry. No widening of El Norte Parkway or Borden Road will be required.*

2. For work with San Marcos' jurisdiction and maintenance responsibility area, the Project shall be conditioned to require the applicant to submit street improvement plans to San Marcos for review, approval, and inspection. The applicant shall pay plan review and inspection fees. At a minimum, plans should depict the traffic signal modification, any traffic signal equipment modifications, signing, striping, loop and count detector systems on all legs of Borden Road/El Norte Parkway/Woodland Parkway intersection, and fiber optic Ethernet switches for signal and CCTV communication.

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CITY OF SAN MARCOS, CALIFORNIA

1 Civic Center Drive | San Marcos, CA 92069 | (760) 744-1050

www.san-marcos.net

Response to Comment Letter L1

City of San Marcos  
Karen Brindley  
August 10, 2017

**L1-1** The City of Escondido (City) acknowledges the comment as an introduction to comments that follow.

**L1-2** The mitigation measure as written recommends carrying the second westbound lane westward to Amber Lane, past La Cienega Road, and onto the tangent section before dropping to the existing single westbound lane. The applicant and the City agree to drop the second westbound through-lane prior to Amber Drive in the vicinity of La Cienega Road. The Project's mitigation measure will be revised in the Final Environmental Impact Report (EIR). The mitigation achieved by the proposed Mitigation Measure M-TR-1 is not impacted by this change, and the mitigation measure remains adequate to reduce potentially significant impacts to less than significant. These clarifications to the EIR are presented in ~~strikeout~~/underline format; refer to the errata of the Final EIR. The changes do not raise important new issues about significant effects on the environment. Such changes are insignificant as the term is used in Section 15088.5(b) of the California Environmental Quality Act (CEQA) Guidelines.



3. For work with San Marcos' jurisdiction and maintenance responsibility area, project should be conditioned to submit signal timing and phasing plan, based on existing and proposed traffic volumes, to San Marcos for review and approval.
  4. The project will result in improvements to the El Norte Parkway/Woodland Parkway/Borden Road intersection. As the City currently maintains this intersection through a maintenance agreement, San Marcos requests the agreement be updated between our cities to reflect any additional San Marcos maintenance responsibilities.
  5. The project Traffic Impact Study (TIA) proposes adaptive signal control on El Norte Parkway between Woodland Parkway to I-15. The City requests verification that a detailed analysis has been done to justify the use of this system on El Norte Parkway. Please also include in the analysis verification that adaptive signal control adjusts red and yellow times, and not just green time.
  6. It's not clear from the worksheets what phasing and cycle lengths were used for analyzing signalized intersections. Please provide worksheets that show phasing and cycle lengths for signalized intersections within the City of San Marcos' jurisdiction and maintenance responsibility area.
  7. The TIA shows project trip distribution exhibits for each phase; however the TIA does not show traffic assignment exhibits for corresponding phases. Please provide the project traffic for each phase along with the total to help the reader understand how total project traffic was derived.
  8. The TIA does not include the existing plus cumulative analysis scenario. Please verify if this is an intended omission in the report.
- Fire Protection**
1. An existing automatic aid agreement for emergency fire response and medical response between the Escondido Fire Department and San Marcos Fire Protection District is in place. San Marcos Fire Protection District (District) Station 3, located at 404 Woodland Parkway, is approximately 2.8 miles from the project site. The District requests that the project conditions require the following information be provided to our District during project construction and post-construction:
    - o A phasing plan identifying all access roads and fire hydrants should be provided prior to building permit issuance to the District to assist with response times to any medical aids or fires during construction. The District requests notification of any changes to the phasing plan during project construction.
    - o Any future gates, manual or electric, should be equipped with a Knox key switch for override capabilities by the Escondido Fire Department and San Marcos Fire Protection District. They should be identifiable with permanent, durable all weather labels at the appropriate locations.
- Thank you in advance for your consideration of these comments. The City requests the comments contained herein are considered in the Final EIR, and that the City is notified when the project is

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**L1-3** This comment states conditions that should be imposed to have improvement plans reviewed, approved, and inspected by the City of San Marcos. The applicant will comply with requirements of the City of San Marcos in implementing improvements within its jurisdiction. 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.

**L1-4** The comment is noted. The applicant will comply with requirements of the City of San Marcos in implementing improvements within its jurisdiction. 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.

**L1-5** The comment requests that the maintenance agreement for the El Norte Parkway/Woodland Parkway/Borden Road intersection be updated between the City of San Marcos and the City of Escondido to reflect any additional maintenance responsibilities for the City of San Marcos. The comment does not raise an issue related to the adequacy of any specific section or analysis of 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.

	<p><b>L1-6</b> Preliminarily, implementation of the Adaptive Signal Control is proposed as a Project Design Feature rather than mitigation for a specifically identified significant impact. As such, the results of the analysis in the EIR are not dependent on its implementation. The adaptive system will evaluate the potential benefits of adjusting green, yellow, and all-red times. Prior to the City accepting this proposed enhancement, the results of an evaluation will be shared with City of San Marcos for review and comment.</p> <p><b>L1-7</b> The EIR’s Transportation Impact Analysis, included as Appendix 2.7-1, provides the output sheets from the signalized intersection analyses modeled pursuant to the Highway Capacity Manual 2010 methodology. The comment requests the signal timing inputs, which is a source document not typically incorporated in a transportation impact analysis. Nevertheless, in response to this request, the input reports for Intersection 8 (El Norte Parkway/Woodland Parkway—shared jurisdiction between the Cities of Escondido and San Marcos) have been appended to Appendix 2.7-1 in the Final EIR.</p> <p><b>L1-8</b> As a point of clarification, the comment mistakenly identifies the individual driveway distributions as “phases.” The analysis conservatively evaluates the 100% Project buildout as a single phase against existing, near-term, and long-term baseline conditions.</p>
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 <p>scheduled for public hearing. If you have any questions, please feel free to contact Susan Vandrew Rodriguez in the Planning Division at (760) 744-1050 extension 3237 or svandrew@san-marcos.net.</p> <p>Cordally            Kasper Brintley          Planning Manager</p> <p>cc: Dahvia Lynch, Development Services Director          Nic Abboud, Principal Civil Engineer, Traffic          Peter Kuey, Principal Civil Engineer, Land Development          Joseph Farace, Principal Planner          Robert Scott, Division Chief/Fire Marshal          Randy Hill, Fire Inspector          Manas Bista, Associate Engineer, Traffic          Susan Vandrew Rodriguez, Associate Planner</p> <p>City of San Marcos   1 Civic Center Drive   San Marcos, CA 92069   (760) 744-1050   www.san-marcos.net</p>	<p style="text-align: center;">↑ L1-11 Cont. ↓</p> <p><b>L1-9</b> As such, there is only one “phase” of traffic used in the capacity analyses, and it is shown on Figure 7-3, Total Project Traffic Volumes, of the Transportation Impact Analysis.</p> <p>To clarify, the Existing + Cumulative condition was evaluated for intersections, segments, ramp meters, and freeway mainline operations, which is consistent with the other existing and buildout scenarios. The capacity analysis results for the Existing + Cumulative condition are described in the EIR on pages 2.7-26 through 2.7-30 and in Section 9.2 (page 46) of the Transportation Impact Analysis, EIR Appendix 2.7-1.</p> <p><b>L1-10</b> The comment is noted. The applicant will comply with requirements of the City of San Marcos when implementing improvements within its jurisdiction. 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.</p> <p><b>L1-11</b> The City acknowledges the comment and notes it provides concluding remarks that do not raise new or additional environmental issues concerning the adequacy of the EIR. As requested, the City will notify the City of San Marcos when the Project is scheduled for hearing.</p>
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