



Bill Martin, AICP
Director of Community Development
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4647 Fax: 760-839-4313

August 2, 2019

Ninia Hammond
Integral Communities
2235 Encinitas Blvd., Ste. 216
Encinitas, CA 92024

Re: SUB 18-0011 / ENV 18-0009 / PHG 18-0049 – Request for a Specific Plan Amendment, Master and Precise Development Plan, Tentative Subdivision Map and Development Agreement for Palomar Heights (555 E. Valley Pkwy and adjacent properties)

Dear Ms. Hammond:

The City of Escondido has completed its second review of the above-referenced application, submitted on June 25, 2019. Upon completion of the initial review it has been determined that the application is incomplete. The following items, information, and plan revisions/modifications are necessary to continue review of the application, expand/clarify your request, and/or provide information necessary to analyze the potential impacts of the proposed project.

Major project issues that may affect the design of the project are identified first, followed by a more thorough analysis of the project by various City departments. *A copy of this letter with notes identifying where the requested information can be found shall accompany your resubmittal.*

SIGNIFICANT AREAS OF CONCERN:

1. Fig Street is a collector road and must be widened to such standard unless a reclassification study is conducted and amendment to the Circulation Element of the General Plan is approved as part of this entitlement. More information is provided on this issue in the Engineering and Environmental sections of this letter.
2. Staff does not believe the proposed design constitutes a pedestrian-oriented project. Retaining walls surround more than $\frac{3}{4}$ of the project site, setting it apart from the surrounding neighborhoods. Additional information is provided in the Design discussion contained in the Planning Division comments below.
3. Pedestrian access to Fig Street must be provided.
4. Retaining walls (including footings) cannot be built within the public right-of-way along the exterior of the site.
5. The design for Valley Boulevard needs to be revised to address traffic safety concerns, as noted in the Engineering and Traffic Engineering comments later in this letter.

GENERAL COMMENTS:

1. 510 units must be provided.
2. Ensure that any right-of-way vacation proposed as part of this project is factored in to the overall net lot size. (This comment is related to the potential vacation of a portion of the Fig Street right-of-way identified above,
3. Plans shall be drawn at a scale no smaller than 30:1, preferably 20:1. This will necessitate splitting them onto multiple sheets, so a smaller scale plan shall also be provided identifying the sheet numbers on which to find larger-scaled plans. All plans (architectural site plan,

- preliminary grading plan, tentative map, and landscape plan) shall be drawn to the same scale.
4. Provide the Planning Case Numbers (SUB 18-0011 / ENV 18-0009 / PHG 18-0049) and date of revision on all plan sheets.
 5. The following additional plan sheets and submittal materials are necessary:
 - a. Conceptual Landscape Plan
 - b. Fencing plan
 - c. Pedestrian circulation exhibit
 - d. Detailed recreation area plan
 6. Perspective images shall show buildings in-context rather than in open landscaped areas. Rather than provide them for each building type individually, it may be more appropriate to provide general project perspectives from various locations on- and off-site. Perspective shall show off-site structures.
 7. Multiple site cross sections showing proposed structures, driveways, retaining walls, slopes, streets, etc., as well as the existing grade (shown as a lighter, dashed line), and existing and proposed property lines shall be provided. Sections shall be east/west and north/south, and should span the entire project site (starting from the alley behind the proposed senior apartment building, when applicable, to the centerline of N. Fig Street). Additional sections showing more detail along Valley Blvd. shall also be provided.
 8. The colors and materials appear dark, heavy, and monotonous. More variety/variation is needed.
 9. Identify the number of units in each building.
 10. Make sure that adequate accessible parking is provided throughout the site. This may include spaces along Valley Boulevard.
 11. Open space data on the tentative map does not match that on architectural site plan.

PLANNING DIVISION COMMENTS:

Overall Site Design

The following major concerns have been identified with the overall site design:

1. Retaining walls surround a significant majority of the project site. This creates a project that is physically separated from the surrounding community.
2. The overall design of the project has an automobile-oriented feel rather than being pedestrian-oriented.
3. The overall design appears driven by civil engineering issues, with architectural considerations as a secondary concern. Of course, site design needs to consider civil engineering needs, but should not overshadow architecture and aesthetics.
4. The site design fails to take advantage of the unique geography/topography of the project site.
5. Buildings along Valley Boulevard have a very long horizontal and tall vertical design with very minimal articulation. This negatively impacts the massing and scale of the buildings and creates a tunnel-like appearance along the street.
6. Delivery areas are necessary (for commercial deliveries and residents moving in/out of the apartment buildings). These need to be on the interior of the site.
7. Ensure that all buildings meet the minimum setback from streets of 14 feet from face-of-curb or 8 feet from property line, whichever is greater. Street setback areas should be used for pedestrian space and at-grade landscaping.
8. Buildings along Valley Boulevard should be brought closer to the street edge both vertically and horizontally, with areas of open space and pedestrian amenities distributed throughout.

9. The repetitive nature of doors along Valley Boulevard is monotonous.
10. The apartment buildings should have a stronger base so that the first floor is architecturally differentiated from the building above.
11. The interior of the site is dominated by parking and driveways.

The items described above are in conflict with the vision and various goals, policies, standards, and guidelines described in the Downtown Specific Plan and General Plan:

Downtown Specific Plan

1. Strategic Goal 5 (Page I-2) – Street-level and human-scale design elements that improve pedestrian orientation
2. Building Materials (Page III-3) – Buildings shall provide visual pedestrian-scale interest and reduce massive visual effects (such as avoiding large blank walls and stepping back building facades on upper floors)
3. Building Orientation (Page III-5) – Buildings should be oriented toward the street; buildings set far back from the street disconnect pedestrians from a buildings use and activity.
4. Building Orientation (Page III-6) – Encourages vertical articulation
5. Buildings Orientation (Page III-7) – Buildings elevated from the street create a disconnect between the buildings users and the ground, street and neighborhood
6. Pedestrian-Oriented Environment Smart Growth (Page III-7) – Ground floor of buildings shall be architecturally distinguished from the upper façade to form a visual base for the building and create an intimate pedestrian scale
7. Pedestrian-Oriented Environment Smart Growth (Page III-7) – Side and rear facades shall be articulated for comprehensive/compatible design on all sides.
8. Safety and Accessibility Complete Streets (Page III-13) – Incorporate plazas, outdoor seating, shade structures, etc., adjacent to transit stops.
9. Safety & Accessibility Complete Streets (Page III-15) – Streetscape transition between the public right-of-way and building setbacks shall be compatible with regard to materials, colors, slope gradient, etc.
10. Safety & Accessibility Complete Streets (Page III-15) – Provision of small landscaped pockets and planters with seating to promote pedestrian activity.
11. Historic Downtown District Vision – Encourages pedestrian places and courtyards

General Plan

1. Residential Development Policy 3.9 – Incorporate smart-growth principles, including maximizing connectivity with surrounding uses to become part of the area rather than an isolated project.
2. Planned Development Policy 6.3 – Complement the existing community form by minimizing earth movement, providing superlative architectural design features, and giving attention to bulk and scale to avoid a monotonous streetscape.

Based on the design issues identified above, and in an effort to improve the urban context of the project site and adjacent roadways, the following design revisions are recommended:

1. Building 23 shall be brought down closer to the street edge and the elevation lowered to provide a more pedestrian-oriented feel.
2. In areas where the building is not close to the street edge, flat open-space areas at street grade shall be provided.

3. Consider flipping Building 23 so that the long side faces the interior of the project site and the three legs are close to the street/sidewalk edge.
4. A mid-block pedestrian crossing along Valley Blvd. should be provided if acceptable to the Engineering Department.
5. Upper floors of the buildings shall be stepped back.
6. A stronger base which differentiates the first floor from upper floors shall be provided.
7. Horizontal and vertical articulation is needed.
8. The monotony of front doors on buildings 1, 18 and 23 needs to be addressed.
9. Buildings 23 and 24 need to be modified to remove the tunnel-like feel of Valley Boulevard.
10. Provide porticos or other decorative structures at the end of the private alleyways serving the row-homes and villas.
11. Colors and materials are monotonous and need more variation.
12. Consider use of vehicle lifts in the garages so that you can eliminate various surface parking areas and provide more green space.
13. Consider removing on-site parking spaces in strategic locations to provide additional usable open space areas. An exhibit has been attached to this letter with possible locations. This exhibit also calls attention to areas of the site where additional open space can be provided and where no information is identified.

Apartment Buildings

1. Buildings 1 and 23 need to be redesigned so that there are two ways in/out of the garages (Basement in Building 23, First Floor in Building 1).
2. A turn-around area needs to be provided at the end of the garage for Building 18. Same applies to the garage on what is called the First Floor of Building 23.
3. Varied roof pitches shall be provided and shown on roof plans.
4. The first and last parking spaces in each row/stretch of parking shall be numbered.
5. Identify the location of trash enclosures. If interior to the buildings, callout the location(s) and ensure that they can be accessed for pick-up by the trash hauler.
6. Various areas on the composite plans have dashed lines, cross-hatching, shading, etc. Please identify these areas (or remove them, if appropriate).
7. Identify the use of rooms and other areas which are not part of any units (examples: room next to elevator on first floor of Building A, and rooms at the end of the buildings on the first floor).
8. Wing walls shall be extended to better screen meters.
9. Identify the location of A/C units.
10. Buildings need more articulation.
11. In Building A composite (Sheet A-2), the stairs from the garage to the unit at the bottom right corner of the building do not align with those on the second floor.
12. Provide separate mezzanine plans for Building A and B composites.
13. Identify how access is provided to the common areas in Building C, where doors/windows are, access to decks, etc. Also, provide more detail on how the ground floor interacts with the open space in front of it, and how it relates to the street edge to provide an area that is welcoming to pedestrians.
14. Describe how elevator access and connectivity is provided to each area in Building C. It is unclear if access can be provided to the third and fourth floors from more than one elevator, and if access to the common areas is available from the residential hallways without having to go to the ground floor and back up another elevator.

15. Consider swapping the location of the bar/restaurant and the co-work space so that the bar/restaurant can take advantage of the best views. Also, the size of the bar/restaurant should be expanded to provide for more viability for such a use.
16. Consider revising the ceiling heights in the common area in Building C so that the bar/restaurant (Level 3) has more than 10 feet of interior height.
17. Ensure that the bar/restaurant area (Level 3) has adequate facilities for venting and other mechanical needs that a restaurant/bar would require.

Senior Apartments

1. How will dumpsters be accessed/picked up by the trash hauler?
2. Provide composite plans for the upper floors of the building or note that the Second Floor composite is the same as the upper floors.
3. Varied roof pitches shall be provided and shown on roof plans.
4. Residential amenities need to be provided on-site.
5. The first and last parking spaces in each row/stretch of parking shall be numbered.
6. Identify the location for a leasing office.
7. The building needs horizontal and vertical articulation.
8. Shadowing/shading of the building elevations make it difficult to determine the visual impact of the vents/openings into the garage.

Row-homes and Villas

1. Provide roof plans.
2. More articulation is needed on the garage side of the row-homes.

Tentative Map

1. Why is the common lot identified as "B" rather than "A?"
2. Identify the name of the soils engineer in the General Design Notes.
3. Add a note to the title sheet regarding identifying this as a condominium map.
4. The Existing Alley detail on Sheet 2 shows two 10-foot lanes but a 22-foot total width.
5. Show the location of proposed right-of-way dedication(s) and vacation(s) on sections on Sheet 3. Also identify any public utility easements that are existing or proposed immediately adjacent to the public right-of-way.
6. Identify easements as public or private on the Easement Legend on Sheet 1, and remove the Slope easement, as there is no need for such an easement.
7. Remove the Slope Easement on Sheet 4. Also, callout whether easements are public or private and identify the right-of-way vacation along Fig Street (which will require an amendment to the General Plan Circulation Element, as detailed in the Engineering Department comments later in this letter).

Preliminary Grading Plan

1. Provide pad and finished floor elevations for the apartment buildings.
2. Why is the common lot identified as "B" rather than "A?"
3. Identify the name of the soils engineer in the General Design Notes.
4. The Existing Alley detail on Sheet 2 shows two 10-foot lanes but a 22-foot total width.
5. Show the location of proposed right-of-way dedication(s) and vacation(s) on sections on Sheet 3. Also identify any public utility easements that are existing or proposed immediately adjacent to the public right-of-way.

ENVIRONMENTAL COMMENTS

The first screen check EIR has been received and is currently under review. Please note that comments provided in this letter may necessitate revisions to the EIR, and comments provided on the EIR may necessitate revisions to the project plans. Significant revisions to the draft EIR that result from required project modifications may impact the ability to achieve the project schedule previously agreed upon.

The following environmental issues have been identified either through review of these project plans or internal discussions, and must be addressed in the EIR:

1. The amendment to the General Plan Circulation Element described in this letter must be incorporated into the EIR.
2. A full historical analysis of the hospital site must be provided. The City has the responsibility to conduct a thorough and complete environmental assessment of the project, and has control over the form, scope, and content of said assessment. Based on a reasonable belief that they may be potentially significant historical resources at the project site, a full historical analysis is necessary. Per CEQA:
 - a. The EIR cannot defer analysis of effects into the future and must analyze project effects at the earliest feasible point in project planning.
 - b. The EIR must analyze all reasonably foreseeable consequences of a project. If, after a thorough investigation, a particular impact is too speculative for evaluation, this conclusion must be stated in the EIR and discussion of the impact must be terminated.
3. It is questionable whether the proposed project meets the pedestrian-oriented objective identified in the EIR. Information has been presented earlier in this letter, and more detail will be provided with comments on the first screen check EIR.

ENGINEERING COMMENTS

Previous Comments

The following comments were provided on the December 24, 2018, submittal; revisions/additions to the original comments are indicated with "notes":

1. The ultimate widening of Grand Avenue along the project's frontage to Collector Standard (32' from current 26' half street) per the City's adopted Circulation Element of the General Plan needs to be reflected on the Tentative Map and this street widening will be a project condition of approval. Note: The widening of Grand Avenue along the project's frontage to Collector Standard needs to be clearly shown and labeled in all plan view sheets of the Tentative Map. This widening will require the removal of multiple large Eucalyptus trees along Grand Ave. near Fig St. and these removals should be identified.
2. The ultimate widening of Fig Street along the project' frontage to Collector Standard (32' from current 18' half street) per the City's adopted Circulation Element of the General Plan needs to be reflected on the Tentative Map and this street widening will be a project condition of approval. Note: Although staff feels this segment of Fig Street has the potential to be classified lower to a Local Collector or even Residential classification, this has not been done yet and a Reclassification Study would need to be conducted. The results of that study may support an amendment to the Circulation Element, which would require approval by City Council concurrently with the project and environmental.
3. A 20' radius R/W corner rounding at the N/W corner of Grand Ave. and Fig St. needs to be shown on the Tentative Map and will be a project condition of approval.

4. The traffic signal at the intersection of Grand Ave. and Fig St. will need to be modified to accommodate the required street widening and curb return reconstruction and this shall be indicated on the Tentative Map and will be a project condition of approval.
5. The direct pedestrian connectivity to Fig Street still needs to be shown on the Tentative Map.
6. The proposed closure of the single SB lane of Valley Blvd. shall be accomplished with and include a realignment of the remaining 2 NB Valley Blvd. lanes to meet City and ASHTO design standards associated with a 35 mph design speed. This alignment shall carry through the Grand Ave and Valley Blvd. intersection and continue northeasterly as needed to align with these same lanes approaching the East Valley Pkwy. and Hickory St. intersection. It is anticipated this realignment will require that the proposed diagonal parking be removed from the westerly side of Valley Blvd. However, there might be the potential for parallel parking spaces along this realigned westerly curb line of Valley Blvd., and a reduced number of diagonal parking spaces with sufficient safe haven space behind, might be allowed to be placed along the easterly curb line of Valley Blvd. northeasterly of the bus stop and multimodal hub area. Geometric data for the proposed realignment shall be shown on a 1" = 20' scaled drawing to demonstrate the design complies with City and ASHTO standards. This shall include, but not be limited to, centerline geometry data, proposed striping plan, transitions, deflection through intersections, and labeling of proposed roadway & sidewalk widths.
7. Need to provide a detail of the main signalized entrance/intersection at Hickory Street and East Valley Parkway showing proposed lane designations, widths, and alignments. Note: The proposed lane striping layout on Hickory shall be shown to beyond where Pennsylvania Ave. tees in.
8. Need to provide sight distance lines at all project entrances.
9. The alley to the west of Building #24 (Lot 1) needs to be widened to 24' and its R/W shown and called out to be dedicated accordingly.
10. All proposed retaining walls that remain an approved part of the project need to be constructed completely within the project property and nor shall their footings encroach into the public R/W.
11. Need to show complete dimensioning on the Tentative Map of all the private street/drive aisle widths and label the internal corner/curb return radii.

New Comments:

1. The details shown on the Conceptual Preliminary Grading plan and the Conceptual Site plan need to be combined into the Tentative Map and the scale of all these type sheets need to be enlarged to a minimum of 1" = 30'. The current 1" = 50' scale is too small to see most details and prevents the placement of information together that otherwise should be together. When the project's engineering details are shown at the requested scale and combined it is likely additional design comments and corrections will be discovered and noted.
2. Need to clearly show and label the extent and configuration of the raised medians in Grand Ave. required to control left turn movements in and around the project entrances.
3. The traffic signal at the intersection of Grand Ave. and Valley Blvd. will need to be modified to accommodate the required realignment and reconfiguring of Valley Blvd. and this shall be indicated on the Tentative Map and will be a project condition of approval.
4. Please label flow line elevations for proposed storm drain near Lot 1 and at the curb inlet on the east side of Valley parkway (near Hickory St.).

Drainage Study:

1. Please discuss and quantify existing and proposed impervious areas for the site. Please clarify/confirm the proposed project does not increase 100-year flow rates. If there are increases in proposed flow rates, 100-year flows will need to be attenuated.
2. Please show existing and proposed storm drain on the Drainage Maps.
3. The 100-year 6-hour P6 isopluvial for the site looks like 3.75 in. Please confirm the 3.25 in used in the analysis is accurate for the site location.
4. Please adjust drainage basin boundaries to consistent with the civil drawings to show the portion of runoff that drains directly to Grand Ave. and Valley Parkway (from Private Drives, the southwest corner of the site, fill slopes, etc.).

SWQMP

1. Please demonstrate how a "no-infiltration" condition is appropriate for the project and why infiltration or partial-infiltration BMPs are infeasible. If infiltration or partial-infiltration BMPs are feasible, they should be used for the project before proprietary BMPs are considered.
2. What storm water treatment is proposed for Valley Boulevard, Grand Avenue, and Fig Street improvements?
3. Provide a DMA Mapbook as Attachment 1e. See Attachment 1 Checklist.
4. Please demonstrate that project retention requirements are being met, per Appendix F.2.
5. Please provide appropriate third-party certification for the proposed proprietary BMPs, per Appendix F.2.
6. Please provide manufacturer operation & maintenance specifications and/or guidelines, in addition to any other pertinent Structural BMP Maintenance information for the proposed BMPs.

Traffic

Comments from the Traffic Engineering Department have been included with this letter as a separate document.

UTILITIES COMMENTS

General:

1. A minimum 12" looped water main is required per City of Escondido standards.
2. Show all existing public utilities and reference record drawing numbers.
3. Show all proposed public utilities. Include size and material.
4. Provide water and sewer study for the project.
5. A 20' Public Utility Easement (PUE) with paved access road will be required for all public sewer and water mains.
6. There shall be no private utilities within the PUE.
7. There shall be no permanent structures placed within the PUE.

Sewer:

1. Sewer must be public and meet City of Escondido Standards and Standard Drawings.
2. All public sewer mains shall terminate with a manhole.
3. Only one sewer lateral connection will be allowed for each legal lot for multi-family residential.
4. No trees or deep rooted bushes shall be allowed within 15' of the sewer main.
5. Material for all pipelines in easements shall be PVC C-900.
6. There shall be no horizontal curves in the sewer mains.

7. A 20' PUE with paved access to all manholes shall be required.
8. Show the limits of existing sewer mains that will be abandoned or relocated.

Water:

1. Show all water appurtenances including fire hydrants, DCA's, PIV's and FDC's. Identify if they are proposed, existing, to be removed or abandoned.
2. If fire sprinklers are required, show DCA or minimum 1" meter, 1" water service and 1" backflow prevention assembly.
3. Existing DCAs and fire hydrants must meet current COE Water Standards (Add Note to Plans).
4. Water mains shall be designed to have a minimum of 1' vertical clearance over storm drains.

FIRE DEPARTMENT

1. Show all slopes, grades, cross slopes on access roadways.
2. Clarify construction type and square footage of each building. This is necessary to determine minimum fire flow and fire hydrant spacing.
3. Fire hydrants shall be required every 350 feet, possibly closer based on fire flow.
4. Show all FDC/ PIV locations. Each building will require its own FDC/PIV (large buildings may require multiple).
5. FDC shall be within 40 feet of a hydrant.
6. Clarify building heights. All mid-rise buildings shall comply with Section 320, mid-rise ordinance. NFPA 13 & 72 shall be followed, Provide Emergency Voice alarm signaling, Fire Command Center, Annunciation ID, etc.
7. Show all turning radii on every corner (minimum inside) and provide fire turnarounds on access roadways over 150 feet in length.
8. Provide fire access roadway within 150 feet of the farthest wall and farthest projection. Some buildings do not meet this standard.
9. All buildings shall comply with Section 510, emergency responder radio coverage.
10. Provide an adequate water supply and an approved all-weather access roadway prior to any combustible material being brought to the site. Note this on the plans.
11. Minimum roadway width is 24 feet wide and shall paved in an approved all-weather surface able to hold the weight of the fire apparatus, 75,000 lbs. Clarify surfaces. Some accesses (building on Valley Blvd.) may need to be widened.
12. Provide vertical clearance on roadways (minimum is 13'6").

NORTH COUNTY TRANSIT DISTRICT

1. Provide an ADA compliant bus stop pad on E. Grand Avenue, approximately 200 feet east of the intersection at Valley Blvd.

CONCLUSION

Your application is considered incomplete until the items and information identified above have been received. Please be aware that these comments are not exhaustive, and that additional comments may be identified based on review of more-detailed and complete project plans and other submittal materials.

Please provide twelve full-size copies (folded) and one reduced copy (8 1/2" x 11") of the revised plans, along with an electronic copy (either via email to afinestone@escondido.org or on a CD or

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August 2, 2019

flash drive) incorporating responses to the items described above. *A copy of this letter with notes identifying where the requested information can be found shall accompany your resubmittal.*

If you have any questions regarding this information contained in this letter, please feel free to contact me at (760) 839-6203, or via email at afinestone@escondido.org.

Sincerely,



Adam Finestone, AICP
Principal Planner

Enclosures

7-30-19

TO: Adam Finestone
 FROM: Miriam Jim
 SUBJECT: Palomar Heights; PHG 18-0049; ENV 18-0009

Here are the TIA review comments from Traffic Engineering. (1st Review)

Reference	Review Comments
Project Land Use	The number of dwelling units and amount of retails used in the TIA do not match those on the Tentative Map. Please revise trip generation tables to reflect the land use on TM for the project.
Figure 2-3	Site Plan does not match Tentative Map submitted.
Section 3.0	Valley Blvd is a Collector Street per City Circulation Element.
Table 3-1	Why were counts not collected for the segment on Hickory Street and Fig Street? Fortunately, City has recent counts for these two segments. Please refer to the counts attached.
Figure 3-1	<ol style="list-style-type: none"> 1. Valley Pkwy and 2nd Ave are one-way streets but not divided. Please reflect that on the map. 2. Portion of Hickory St has parking but no TWLTL and portion has TWLTL but no parking. Please indicate so on the map. Analysis should use the segment with the lower capacity. 3. Ivy Street between Valley Pkwy and Grand Ave has TWLTL.
Table 6-2	<ol style="list-style-type: none"> 1. Valley Pkwy between Juniper St and Hickory St is 3-Ln one-way Collector instead of 4-Ln Collector. 2. Grand Ave Between Valley Pkwy and Fig St is a 3Ln roadway. Why is 30,000 capacity used for these segments? 25,000 is more reasonable considering that segment as a Collector without parking. 3. 2nd Ave between Juniper St and Grand Ave is a 3-Ln one-way Collector instead of 4-Ln Collector.
Table 7-1	<ol style="list-style-type: none"> 1. Revise the number of dwelling units and retails to match those on TM. Update table and analyses accordingly with the revised trip generation.

Reference	Review Comments
	<ol style="list-style-type: none"> 2. Existing Land Use – The counts provided in the Appendix for the existing driveways do not sum up to 2,112. How was 2,112 derived? 3. Because of the change in Land Use, the AM/PM in- and out-bound trip patterns would be different from those of the existing. It might worth to have some explanation in the report on how the 0 inbound trip in the AM is a reasonable assumption.
Figure 7-1	<ol style="list-style-type: none"> 1. City reviewed the regional trip distribution provided on May 10, 2019 but the report shows more localized trip distribution. Some of the percentages don't seem to match the regional trip distribution provided previously. Need further discussion to understand the assumptions applied here. 2. 15% project trips on Fig? That seems high. City's comments previously did not suggest adding 15% trips on Fig St. 3. Part of the project trips going on Hickory would utilize Pennsylvania Ave. 4. Project trips heading west from project driveways on Grand would possibility get back on Valley via Ivy St or Juniper St.
Figure 7-3	<ol style="list-style-type: none"> 1. Need to analyze all the peak hour project trips at the project driveways and intersection because 1) traffic patterns would be different with the new Land Use and 2) driveway locations and number of driveways would change with the proposed project. 2. What is the lane configuration of the leg from project site at Hickory and Valley? The analysis should help identify the lane configuration and the left/right turn pockets length needed. How about the eastbound left-turn pocket into the project site on Grand? Is the proposed pocket length long enough?
Section 9.0	<ol style="list-style-type: none"> 1. Ivy St/Valley Pkwy is an unsignalized intersection. The paragraph regarding the minor left-turn movement is confusing. The intersection is listed with a significant impact but then the paragraph says no impact? The minor left-turn is at LOS E with over 2s delay in the AM, so the project has a significant impact at this intersection per City's TIA guidelines. 2. Proposed mitigation for the segment impact on Valley between Hickory and Fig is not acceptable. Existing parking is allowed only on a small portion of the segment. Removing those would not mitigate the segment impact.

Reference	Review Comments
	3. Provide analysis to show the signal and segment operation with the proposed mitigation measures.
Figure 11-1	Update plan to match TM
Section 12.0	<ol style="list-style-type: none">1. The closure of southbound on Valley Blvd should also include segment analysis.2. The closure of southbound on Valley Blvd is part of the proposed project and therefore this change should be included in the With Project scenarios.3. On Table 12-1, Ivy/Valley is indicated as TWSC but the LOS is way better than those reported in Opening Year scenario. Please double check.

TUESDAY - SEPTEMBER 25, 2018

CITY: ESCONDIDO

PROJECT: PTD18-0928-01

HARDING ST - WASHINGTON AVE TO VALLEY PKWY

AM Period				PM Period				Daily Totals				
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	Combined
00:00	6	1		12:00	72	53						
00:15	4	3		12:15	40	61						
00:30	3	3		12:30	47	58						
00:45	4	17	1	8	25	12:45	48	207	42	214		421
01:00	2	1		13:00	52	46						
01:15	3	0		13:15	45	51						
01:30	1	3		13:30	55	47						
01:45	2	8	3	7	15	13:45	38	190	44	188		378
02:00	5	1		14:00	61	62						
02:15	0	0		14:15	49	58						
02:30	0	0		14:30	57	69						
02:45	2	7	2	3	10	14:45	53	220	60	249		469
03:00	1	0		15:00	65	57						
03:15	2	1		15:15	69	54						
03:30	2	4		15:30	54	62						
03:45	1	6	4	9	15	15:45	59	247	62	235		482
04:00	2	4		16:00	67	75						
04:15	2	3		16:15	78	73						
04:30	1	6		16:30	79	71						
04:45	2	7	6	19	26	16:45	75	299	65	284		583
05:00	4	4		17:00	70	67						
05:15	4	10		17:15	75	67						
05:30	7	13		17:30	77	58						
05:45	13	28	10	37	65	17:45	64	286	73	265		551
06:00	13	19		18:00	89	69						
06:15	14	22		18:15	78	72						
06:30	18	28		18:30	68	75						
06:45	31	76	39	108	184	18:45	57	292	57	273		565
07:00	19	39		19:00	51	56						
07:15	34	65		19:15	51	58						
07:30	24	66		19:30	60	64						
07:45	31	108	92	262	370	19:45	61	223	50	228		451
08:00	32	67		20:00	67	39						
08:15	23	55		20:15	41	32						
08:30	31	38		20:30	42	29						
08:45	26	112	41	201	313	20:45	43	193	25	125		318
09:00	30	43		21:00	41	21						
09:15	44	40		21:15	29	12						
09:30	36	59		21:30	27	19						
09:45	43	153	59	201	354	21:45	15	112	19	71		183
10:00	36	60		22:00	30	16						
10:15	51	41		22:15	21	11						
10:30	49	45		22:30	17	8						
10:45	40	176	48	194	370	22:45	11	79	9	44		123
11:00	60	44		23:00	17	7						
11:15	55	45		23:15	3	9						
11:30	53	50		23:30	13	5						
11:45	45	213	60	199	412	23:45	1	34	4	25		59
Total Vol.	911	1248			2159		2382	2201				4583
Split %	42.2%	57.8%			32.0%		52.0%	48.0%				68.0%
Peak Hour	11:15	07:15			11:45		17:30	17:45				17:45
Volume	225	290			436		308	289				588
P.H.F.	0.78	0.79			0.87		0.90	0.96				0.93

TUESDAY - SEPTEMBER 25, 2018

CITY: ESCONDIDO

PROJECT: PTD18-0928-01

FIG ST - WASHINGTON AVE TO VALLEY PKWY

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	5	4			12:00	57	59				
00:15	2	2			12:15	51	53				
00:30	5	2			12:30	53	52				
00:45	3	15	2	10	25	12:45	56	217	56	220	437
01:00	6	2			13:00	46	74				
01:15	3	6			13:15	59	73				
01:30	2	4			13:30	51	55				
01:45	1	12	5	17	29	13:45	69	225	65	267	492
02:00	1	1			14:00	66	60				
02:15	1	5			14:15	62	61				
02:30	1	4			14:30	72	76				
02:45	1	4	2	12	16	14:45	71	271	80	277	548
03:00	0	4			15:00	74	84				
03:15	3	3			15:15	67	61				
03:30	2	0			15:30	70	79				
03:45	3	8	3	10	18	15:45	79	290	71	295	585
04:00	2	3			16:00	98	52				
04:15	1	5			16:15	101	79				
04:30	6	5			16:30	79	66				
04:45	7	16	7	20	36	16:45	80	358	88	285	643
05:00	6	9			17:00	102	63				
05:15	9	16			17:15	92	75				
05:30	26	23			17:30	85	71				
05:45	24	65	34	82	147	17:45	56	335	65	274	609
06:00	28	27			18:00	76	79				
06:15	34	33			18:15	73	64				
06:30	41	48			18:30	63	76				
06:45	34	137	60	168	305	18:45	60	272	64	283	555
07:00	42	83			19:00	43	65				
07:15	49	75			19:15	53	53				
07:30	54	83			19:30	46	50				
07:45	49	194	86	327	521	19:45	42	184	31	199	383
08:00	49	92			20:00	34	29				
08:15	45	81			20:15	50	39				
08:30	46	75			20:30	46	30				
08:45	39	179	89	337	516	20:45	38	168	41	139	307
09:00	39	63			21:00	29	28				
09:15	44	41			21:15	46	31				
09:30	48	60			21:30	38	23				
09:45	34	165	60	224	389	21:45	32	145	20	102	247
10:00	54	50			22:00	28	21				
10:15	50	54			22:15	25	18				
10:30	44	63			22:30	18	12				
10:45	50	198	54	221	419	22:45	19	90	14	65	155
11:00	52	56			23:00	17	12				
11:15	61	84			23:15	13	17				
11:30	59	53			23:30	10	13				
11:45	47	219	57	250	469	23:45	8	48	8	50	98
Total Vol.	1212	1678			2890	2603	2456				5059
								Daily Totals			
						NB	SB	EB	WB	Combined	
						3815	4134			7949	
Split %			AM				PM				
	41.9%	58.1%	36.4%			51.5%	48.5%			63.6%	
Peak Hour	11:15	07:30	07:30			16:15	14:45			16:15	
Volume	224	342	539			362	304			658	
P.H.F.	0.92	0.93	0.96			0.84	0.90			0.91	

PACIFIC TECHNICAL DATA



PROJECT SUMMARY

APN	2294500600
	2294420100,200,300,400
	2294421800
SITE AREA	13.8 AC
RESIDENCES	508 UNITS
DENSITY	36.8 DU/AC
LOT COVERAGE	45%
FAR	1.3
BUILDING HEIGHT	14'6" - 60'-0"

PRODUCT:
 (258) 4-STORY+MEZZANINE FAMILY APARTMENTS
 (90) 4-STORY SENIOR APARTMENTS
 (71) 3-STORY ROWHOMES
 (89) 3-STORY VILLAS
 RECREATION BUILDING
 POOL BUILDING
 14,000 SF COMMERCIAL SPACE

PROJECT AREAS

RESIDENTIAL	539,593 SF
GARAGE	232,898 SF
RECREATION	2,520 SF
COMMERCIAL	14,000 SF

PRODUCT MIX

FAMILY APARTMENTS (4-STORY + MEZZ)			
129	PLAN 1	1BD/1BA	650 SF
107	PLAN 2	2BD/2BA	1270 SF
22	PLAN 3	3BD/2BA	1600 SF
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258 TOTAL			
SENIOR APARTMENTS (4-STORY)			
70	PLAN 1	1BD/1BA	600 SF
20	PLAN 2	2BD/1BA	800 SF
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90 TOTAL			
ROWHOMES (3-STORY)			
22	PLAN 1	3BD/2.5BA	1,415 SF
22	PLAN 2	2BD/2.5 BA	1,495 SF
11	PLAN 3	3BD/3BA	1,795 SF
16	PLAN 4	3BD/3BA	1,875 SF
<hr/>			
71 TOTAL			
VILLAS (3-STORY)			
54	PLAN 1	2BD/2BA	1,104 SF
18	PLAN 2	3BD/2.5BA	1,405 SF
17	PLAN 3	3BD/3BA	1,646 SF
<hr/>			
89 TOTAL			

PARKING REQUIRED

MULTI-DWELLING	
131 1BD X 1.5 =	196.5
181 2BD X 1.75 =	316.75
106 3BD X 2 =	212
418 X .25 =	104.5
<hr/>	
SUBTOTAL	829.75 SPACES
SENIOR	
70 1BD X .75 =	52.5
20 2BD X 1.5 =	30
<hr/>	
SUBTOTAL	82.5 SPACES
TOTAL REQUIRED	912.25 SPACES

PARKING PROVIDED

FAMILY APARTMENTS	
OPEN	164 SPACES
GARAGE	258 SPACES
<hr/>	
SUBTOTAL	422 SPACES (1.64 SP/DU)
SENIOR APARTMENTS	
OPEN	10 SPACES
GARAGE	67 SPACES
<hr/>	
SUBTOTAL	77 SPACES (.85 SP/DU)
ROWHOMES	
OPEN	18 SPACES
GARAGE	142 SPACES
<hr/>	
SUBTOTAL	160 SPACES (2.25 SP/DU)
VILLAS	
OPEN	222 SPACES
GARAGE	178 SPACES
<hr/>	
SUBTOTAL	200 SPACES (2.25 SP/DU)
TOTAL PARKING PROVIDED	
OPEN	214 SPACES
GARAGE	645 SPACES
STREET	32 SPACES
TOTAL	891 SPACES

OPEN SPACE REQUIRED

508DU X 300SF= 152,400 SF

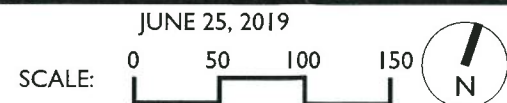
OPEN SPACE PROVIDED

PRIVATE	37,995 SF
ACTIVE	29,855 SF
PASSIVE	91,476 SF
SLOPED	34,844 SF
TOTAL	194,170 SF

ESCONDIDO, CA

INTEGRAL COMMUNITIES
 2235 Encinitas Blvd., Suite 216
 Encinitas, CA 92024
 (760) 944-7511

PALOMAR HEIGHTS



CONCEPTUAL SITE PLAN



5256 S. Mission Road, Ste 404
 Bonsall, CA 92003
 760.724.1198 summarch.com