

0.1 INTRODUCTION AND SUMMARY

This Final Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and *CEQA Guidelines* (California Administrative Code Section 15000 et seq.).

According to *CEQA Guidelines* Section 15132, the Final EIR shall consist of the following:

- a) The Draft EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

In accordance with these requirements, the North Iris Residential Project Final EIR is comprised of the following:

- Draft Environmental Impact Report, North Iris Residential Project (September 2022) (SCH No. 2021060702)
- This Final EIR document, November 2022, that incorporates the information required by Section 15132

Format of the Final EIR

This document is organized as follows:

Section 0.1 Introduction

This section describes CEQA requirements and content of this Final EIR.

Section 0.2 Corrections and Additions

This section provides a list of those revisions made to the Draft EIR text as a result of comments received and/or minor errors and omissions discovered subsequent to release of the Draft EIR for public review. None of these revisions would result in the need to recirculate the Draft EIR.

Section 0.3 Responses to Comment Letters Received on the Draft EIR

This section provides copies of the comment letters received and individual responses to written comments. In accordance with Public Resources Code 21092.5, copies of the written proposed responses to public agencies will be forwarded to the agencies at least 10 days prior to certifying an EIR. The responses conform to the legal standards established for response to comments on Draft EIRs.

Section 0.4 Mitigation Monitoring and Reporting Program

This section includes the Mitigation Monitoring and Reporting Program (MMRP) which identified the mitigation measures, timing and responsibility for implementation of the measures.

Section 0.5 CEQANet Posting

This section contains the proof of posting of the Draft EIR for a 45-day public review on the State Clearinghouse CEQANet portal.

0.2 CORRECTIONS AND ADDITIONS

The following Sections 0.2.1 and 0.2.2 contain a summary of revisions to information included in the Draft EIR (September 2022). These revisions were made based upon comment received on the Draft EIR.

Given the nature of the changes associated with the document, the information added to the EIR does not meet the requirements for recirculation pursuant to Section 15088.5 of the State CEQA Guidelines. Pursuant to Section 15088.5(a), a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review. The term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to the EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyze would clearly lessen environmental impacts of the project, by the projects’ proponents decline to adopt it.
- (4) The draft EIR was so fundamentally flawed and basically inadequate and conclusionary in nature that meaningful public review was precluded.

Changes to the Draft EIR include the following:

- The EIR was revised to note the proposed density is 14.6 dwelling units/acre (du/acre) net acreage. The EIR had used a density of 13.2 du/acre, which based on the gross acreage. This was corrected in several locations in the EIR.
- The Draft EIR incorrectly stated that one-, two-, and three-story units are proposed by the project. All units will be two- or three-story units. This was corrected in several locations in the EIR.
- The EIR project description was refined to note that parking will be permitted along the project frontage on North Iris Lane, and the final number of spaces would be determined during final engineering design.

The made to the Draft EIR do not meet the requirements of Section 15088.5 of the *CEQA Guidelines*. The revisions do not result in a new significant impact being identified, nor do the revisions identify a substantial increase in the severity of an environmental impact. Further, a feasible project alternative or mitigation measure considerable different from others previously analyzed was not included in the revisions. Finally, the Draft EIR has adequately disclosed the potential impacts of the project and identified mitigation measures, where feasible to reduce the impacts to below a level of significance.

0.2.1 REVISED AND SUPPLEMENTAL MITIGATION MEASURES

Based upon comment letters received on the Draft EIR, no changes were made to the proposed mitigation measures.

0.3 RESPONSE TO WRITTEN COMMENTS

Section 3.0 contains responses to all comment letters received on the September 2022 Draft Environmental Impact Report (Draft EIR). A total of 36 comment letters were received during the comment period, which closed November 3, 2022. A response to each comment letter follows this introduction. A copy of each letter with bracketed comment numbers on the right margin is followed by the response for each comment as indexed in the letter.

Letter Number	Commenter	Date
Local Agencies		
1	County of San Diego – Planning and Development Services	11/3/22
Other Organizations		
2	Meadowbrook Village	11/1/22
Individuals		
3	Judith Ambrose	11/1/22
4	Cathy Coleman, Rich Mikelson and Country Place Residents (11 form letters as an attachment)	10/20/22
5	Mary Cooper	undated
6	Bette DeHaven	11/3/22
7	Shirley DeJong	11/1/11
8	Rosemary Dubail	11/2/22
9	Judy Fridono	9/26/22
10	Joe and Virginia Heimer	10/28/22
11	Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu and Betty Li (Letter 1)	11/3/22
12	Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu and Betty Li and others (Letter 2)	11/3/22
13	Don and Sharon Lynch (Letter 1)	11/3/22
14	Don and Sharon Lynch (Letter 2)	11/3/22
15	Charles and Jean Marinelli	11/3/22
16	Jim and Carole Moran	11/2/22
17	Byron Morrill	undated
18	Kathryn Nelson	11/1/22
19	James and Rosalie Olson	11/2/22
20	Brad and Sue Quick	11/3/22
21	Margaret Reschly	undated
22	Dr. Henry Richter	11/1/22
23	Teresa Schaaaj	11/2/22
24	Cathie Scott	undated
25	Judy Selck	11/2/22
26	Dennis Seymour	undated
27	Jan Steiner	9/28/22

Letter Number	Commenter	Date
28	Wesley Swanson	11/3/22
29	Linda Tan	11/3/22
30	Wanda Tatlinger	11/2/22
31	Alice Thomas	undated
32	Ernie Walker	undated
33	Jane Ward	undated
34	Jack Wood	11/2/22
35	Illegible Name #1	undated
36	No Name #1	undated



County of San Diego

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DAHVIA LYNCH
DIRECTOR

November 3, 2022

Jay Paul, Senior Planner
City of Escondido
Planning Division
201 N. Broadway
Escondido, CA 92025

Sent via email to: jpaul@escondido.org

REQUEST FOR COMMENTS ON THE NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT ON THE NORTH IRIS RESIDENTIAL PROJECT FOR THE CITY OF ESCONDIDO

Dear Mr. Paul,

The County of San Diego (County) staff reviewed the City of Escondido's (City) Notice of Availability (NOA) of the Draft Environmental Impact Report (DEIR), received on October 5, 2022, for the North Iris Residential Project (Project), a 102-unit, multi-family residential/condominium project. This project is proposed on a 7.7-acre site, and will require discretionary approvals from the City of Escondido (Escondido) and the Local Agency Formation Commission (LAFCO) that include:

- Annexation/Reorganization from the County of San Diego into the City of Escondido
- City of Escondido General Plan Amendment; Suburban (up to 3.3 du/acre) to Urban 3 (up to 18 du/acre)
- City of Escondido Prezone/Rezone to Planned Development; Residential (PD-R 13.2) with a density of 13.2 units/acre
- City of Escondido Master and Precise Development Plan; Planned Development (P-D Zone)
- Tentative Subdivision Map approval

County staff appreciates the opportunity to review the Project and offers the following comments for your consideration. Please note that none of these comments should be construed as County support for this Project.

1-1

GENERAL

1. The Project site is located within the North County Metro subregion, which includes Hidden Meadows and Twin Oaks. The County requests that the City and project applicant work closely with and notify nearby unincorporated residents that may be potentially impacted by the Project.
2. The parcels comprising the Project are designated VILLAGE RESIDENTIAL (VR-24) in the County of San Diego 2011 General Plan and subject to the RS Single Family Residential Use Regulations in the County of San Diego Zoning Ordinance.
3. The CalFire Fire and Resource Assessment Program map, shows that the proposed Project site is outside of High or Very High Fire Zones.
4. The County's Land Use and Environment Group has developed Guidelines for Determining Significance that are used to determine the significance of environmental impacts and mitigation options for addressing potentially significant impacts in the unincorporated portions of the county. Project impacts that could have potentially significant adverse effects to the unincorporated county or County facilities should be evaluated using the County's Guidelines for Determining Significance. These guidelines are available online at: <http://www.sandiegocounty.gov/pds/procguid.html>.

1-2

MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP)

1. The proposed annexation is within the County's Draft North County MSCP (North County Plan). The County, United States Fish & Wildlife Service (USFWS), and the California Department of Fish & Wildlife (CDFW) entered into a Planning Agreement (third restated and amended, 2021) for the North County Plan. Section 6.8.3 addresses the annexation of lands and requires that the County request the San Diego Local Agency Formation Commission (LAFCO) require any annexing jurisdiction to enter into an MSCP consistency review agreement with the County, USFWS, and CDFW. The County will make this request when LAFCO initiates the annexation process. The purpose of an MSCP consistency review agreement is to ensure that the proposed annexation will not jeopardize the North County Plan.
2. The County respectfully requests the City require the following condition be incorporated as a Project condition for the Project's Tentative Map to ensure implementation of the Planning Agreement for the North County Plan:
 - a. "Prior to any hearing before the San Diego Local Agency Formation Commission, a Multiple Species Conservation Program (MSCP) consistency review agreement between the City of Escondido, County of San Diego, United States Fish & Wildlife Service, and California Department of Fish & Wildlife shall be executed to ensure that the annexation will not jeopardize the buildout of the North County Multiple Species Conservation Program Plan (North County Plan) preserve or the coverage of species within the Planning Area, or compromise viable habitat linkages within the proposed preserve and that any development of the annexed lands proceeds in accordance with the Preliminary Conservation Goals set out in section 5 of the Planning Agreement (third restated and amended 2021) for the North County Plan.

1-3

The agreement will set forth the resulting responsibilities for ongoing maintenance and enforcement of the terms of the Planning Agreement as they relate to the annexed land.”

1-3
Cont.

WATERSHED

1. The Project could potentially generate stormwater impacts to adjacent private parcels located in the unincorporated county. Therefore, the Project must consider the following items:
 - a. Compliance with the San Diego Municipal Storm Water Permit Order No. R9-2013-0001, (as amended by Order Nos. R9-2015-0001 and R9-2015-0100). The Project should consider implementing permanent Site Design, Source Control, Pollutant Control, and Hydromodification Management in accordance with your municipal jurisdiction’s Best Management Practices (BMP) Design Manual as required by the San Diego Municipal Storm Water Permit Order No. R9-2013-0001.

1-4

ROADS FIELD ENGINEERING

1. If the Project has plans to cut or trench within the County maintained roads within 3 years after the road is resurfaced, the Project may be out of compliance with County’s Cut Policy and then may be required to resurface the full width of the road with the same treatment.
2. Please coordinate with Lawrence Hirsch, Utility Coordinator, for any updates or questions at (858) 694-2215 or at lawrence.hirsch@sdcounty.ca.gov.

1-5

VECTOR CONTROL PROGRAM (VCP)

The County Vector Control Program (VCP) is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease including West Nile virus (WNV). The VCP has completed their review and has the following comments regarding the proposed Project.

1. The VCP respectfully requests that the DEIR address potential impacts from possible mosquito breeding sources created by the Project and that the Project be designed and constructed in a manner to minimize those impacts. Specifically, ensure construction-related depressions created by grading activities, vehicle tires, and excavation do not result in depressions that will hold standing water. In addition, ensure drains, BMPs, stormwater capture systems, and other structures do not create a potential mosquito breeding source. Any area that is capable of accumulating and holding at least ½ inch of water for more than 96 hours can support mosquito breeding and development. Finally, if habitat remediation is required for the Project, the design should be consistent with guidelines for preventing mosquito habitat creation.
2. Please note, the VCP has the authority pursuant to state law and County Code to order the abatement of any mosquito breeding that does occur either during construction or after the Project is completed that is determined to be a vector breeding public nuisance. The VCP will exert that authority as necessary to protect public health if the Project is not designed and constructed to prevent such breeding.

1-6

3. For your information, the County of San Diego Guidelines for Determining Significance for Vectors can be accessed at http://www.sandiegocounty.gov/content/dam/sdc/pds/docs/vector_guidelines.pdf and the California Department of Public Health Best Management Practices for Mosquito Control in California is available at <https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/MosquitoesandMosquitoBorneDiseases.aspx#>
4. The VCP appreciates the opportunity to participate in the environmental review process for this Project. If you have any questions regarding these comments, please contact Daniel Valdez at 858-688-3722 or by e-mail at Daniel.Valdez@sdcounty.ca.gov.

1-6
Cont.

LAND WATER QUALITY DIVISION

The Department of Environmental Health and Quality (DEHQ), Land and Water Quality Division, has reviewed the DEIR for the Project. DEHQ has the following comments regarding the Project:

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1. The DEIR states that a well is located at 2039 North Iris Lane. This well must be properly destroyed by a C57-licensed well driller under DEHQ permit prior to site grading.
2. Both the County's Regional Water Quality Control Board (RWQCB) approved plan for permitting on-site wastewater treatment (septic) systems and the County's implementing ordinance apply County-wide and require a 5:1 (horizontal to vertical) setback from the top of a cut slope to any existing septic system leach field or designated reserve area. The County can enforce this setback requirement where a County approval is required for a grading project, or where County approval is required for an onsite wastewater system on the lot to be graded. The County relies on cities to take this setback requirement into account when approving maps and grading projects within incorporated cities where the development project itself will be served by sewer.
3. DEHQ records indicate that the adjacent properties to the west of the site, APNs 224-310-04 and 224-310-10 (402 and 430 Robin Hill Lane) are served by septic systems. The proposed grading cut in the northwest portion of the site will create septic system leach field setbacks that extend into area on both properties that could be used for septic repairs. Since both properties have limited septic area, the proposed grading cut could make it infeasible to repair the existing septic systems when the original systems fail due to age and accumulated use.
4. DEHQ recommends that the grading plan be revised to not create any septic leach field setbacks onto these properties unless several conditions are met as follows:
 - a. The developer should be required to demonstrate that the proposed grading cut would still allow a replacement leach field sized to meet current standards to be installed on both adjacent APNs. Where the proposed grading would preclude a compliant replacement of a failed leach field, grading plans should be revised.

1-8

Mr. Paul
November 3, 2022
Page 5

- b. The owners of the two adjacent APNs should be specifically notified that grading for the proposed Project could impose a septic system setback restriction onto their parcels. The owners should be notified of the proposed Project so they can consider participating in the public review process for tentative map approval.
 - c. The developer should accept an enforceable covenant requiring notice to each initial and subsequent purchaser of the Project lots on which the proposed grading cut is made. The required notice should state that the grading cut has imposed burdens on the adjacent landowners and may have increased the risks that percolating sewage from the adjacent parcel may surface from the grading cut on the property they own.
5. Alternatively, the properties could be connected to public sewer prior to site grading.
6. DEHQ staff is available on a cost-recovery basis to assist the City in consideration of alternative grading plans for the Project. For further information on the review process and applicable fees, please contact Craig Caes, Supervising Environmental Health Specialist of the Land Use Program, at 858-694-2551.

1-8
Cont.

The County appreciates the opportunity to comment on this Project. We look forward to receiving future documents related to this Project and providing additional assistance, at your request. If you have any questions regarding these comments, please contact Timothy Vertino, Land Use / Environmental Planner, at (858) 505-6677, or via e-mail at Timothy.Vertino@sdcounty.ca.gov.

1-9

Sincerely,

Lynnette Tessitore

Lynnette Tessitore
Chief, Long Range Planning Division
Planning & Development Services

cc: Hunter McDonald, Policy Advisor, Board of Supervisors, District 5
Marvin Mayorga, Group Program Manager, LUEG
Mary Bennett, Administrative Analyst, DEHQ
Sue Waters, Land Use/Environmental Planner, DPW

Letter 1

County of San Diego

- 1-1 This comment provides opening remarks and reiterates the project's requested discretionary approvals. These approvals are listed in Section 2.6 of the EIR.
- 1-2 This comment provides general information about the project site context within the County's jurisdiction.
- 1-3 This comment addresses the County's Draft North County Multiple Species Conservation Program (North County Plan). The project site is currently within the County's jurisdiction and is within the larger area being planned as part of the North County Plan. A biological technical report (BTR) was prepared for the project (Helix 2022) and was included as Appendix D and summarized in Section 3.3 (Biological Resources) of the Draft EIR.

A consistency determination would not be necessary, and all concerns are addressed in the project's BTR and in the EIR. In section 3.8 of the BTR and on page 3.3-7 of the Draft EIR it is discussed that the site is not part of any Biological Core Linkage Area and is surrounded by development. Rare plant surveys were conducted, and the negative results are discussed in Section 3.6.2 of the BTR and on page 3.3-14 of the Draft EIR. Sensitive plant species are not expected to occur on site (Appendix C of the BTR). Focused surveys for federally or state listed animal species did not occur since the site lacks appropriate habitat for these species. Other sensitive animal species were not observed (Section 3.6.3 of the BTR and page 3.3-14 of the Draft EIR) and are not expected to occur on site (Appendix D of the BTR). The BTR also indicates the site is not located within a Pre-Approved Mitigation Area Figure 4 of the BTR depicted how the project site is situated within context of the regional plan. The map is also provided as Figure B at the end of this response.

Additionally, neither the California Department of Fish and Wildlife nor the United States Fish and Wildlife Service provided comments on the Draft EIR. These agencies did not indicate any concern regarding the annexation of the project into the City or concerns regarding the viability of the North County Plan in light of the project. In summary, the project would not jeopardize the buildout of the North County Plan.

- 1-4 This comment states the project could potentially generate stormwater impacts on adjacent private parcels located within the unincorporated County. Hydrology and water quality were analyzed in Section 3.9 of the Draft EIR. Impacts were determined to be less than significant. The project has been designed to comply with the land development requirements of Order R9-2013-0001 as amended and the City's Stormwater Design Manual.
- 1-5 This comment addresses requirements if cutting or trenching is proposed within County maintained roads. No cutting or trenching in County maintained roads is proposed by the project.
- 1-6 This comment addresses vector control and control of mosquitoes. The project has been designed so as to avoid the potential for standing water. The biofiltration features have been designed to drain within 72 hours.

1-7 This comment addresses the proposed water well closure on the site. The project will comply with all County requirements related to well destruction

1-8 This comment addresses offsite septic systems adjacent to the project. This comment letter specifically calls out 402 and 430 Robin Hill Lane. During the project design, adjacent parcels were reviewed to determine if they were on septic and to ensure the project design would not impact existing leach fields.

For 402 Robin Hill Lane, the City confirmed that this parcel is served by the City's sewer system and is not on septic.

For 430 Robin Hill Lane, the existing septic leach lines and 5:1 setback cut slope are depicted on Sheet 8 of the Tentative Map, an inset of which is provided on the following page as Figure A. No conflicts were identified.

All property owners within a 500-foot radius have been notified of the project and no comments or concerns were raised by adjacent property owners related to their septic systems.

1-9 This comment provides closing remarks.

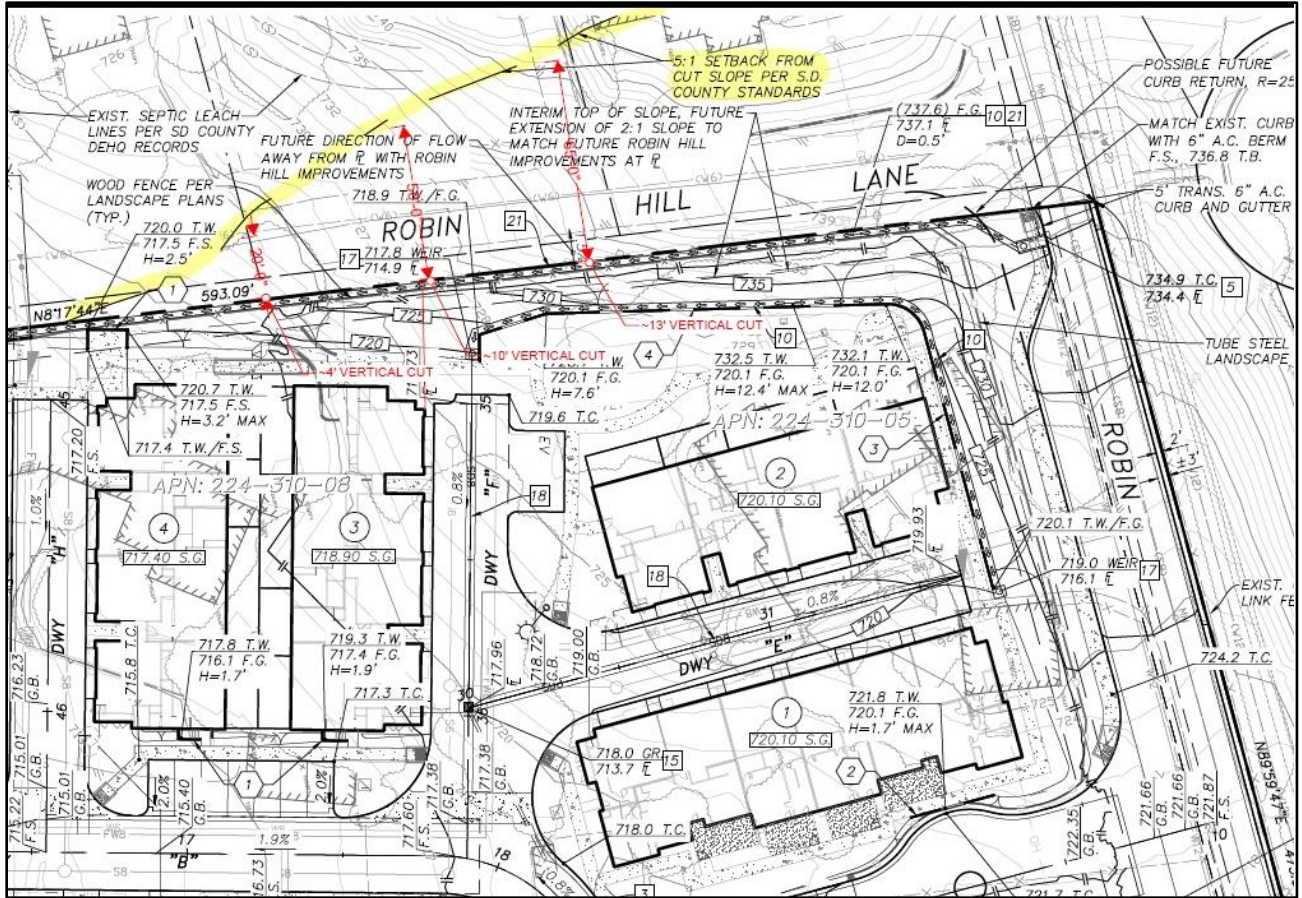


Figure A. Portion of Sheet No. 8 from the proposed project Tentative Map which shows the 5:1 setback from cut slope per the San Diego County standards.

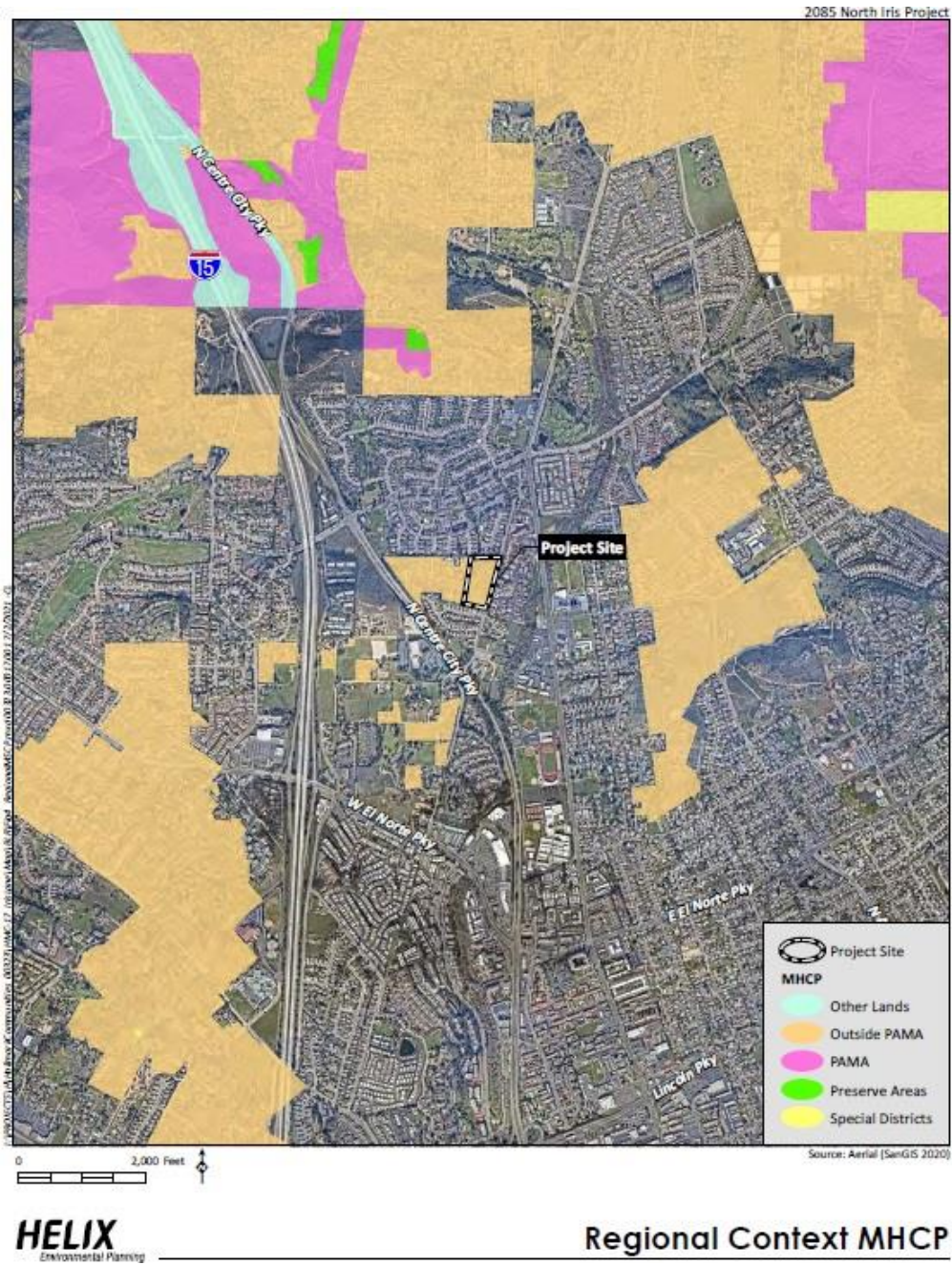


Figure B. Project site within the regional context of the regional habitat planning efforts.



MEADOWBROOK VILLAGE
CHRISTIAN RETIREMENT COMMUNITY

November 1, 2022

Via email: jpaul@escondido.org

Jay Paul
Senior Planner
City of Escondido Planning Division
201 North Broadway
Escondido, CA 92025

Re: Case Number PHG 20-0032
North Iris Lane, Hallmark Communities, Inc.
Draft Environment Impact Report

Dear Mr. Paul:

Meadowbrook Village Christian Retirement Community ("Meadowbrook Village") is a senior care community with about 275 independent or assisted living residents located across Iris Lane from the proposed project. We previously submitted a letter dated July 27, 2021, with comments on the scoping of the proposed project. Meadowbrook Village has the following comments regarding the draft EIR:

1. The primary concern of our residents is traffic on Iris Lane. One of the two main entrances/exits for Meadowbrook is the intersection of Iris Lane with Iris Glen. Iris Lane has become a popular route for commuters to access Center City Parkway and the freeways. When trying to exit Meadowbrook Village onto Iris Lane, our residents already encounter heavy traffic travelling well in excess of the posted speed limit. Residents have asked for increased traffic enforcement from the Escondido PD, but it has not improved. Our residents are very concerned that a new housing project on Iris Lane will make this situation worse unless the traffic controls are improved.

} 2-1

} 2-2

100 Holland Glen, Escondido, CA 92026 ph: (760) 746-2500 fax: (760) 746-0200

2. Suggested improvements for traffic control on Iris Lane include:

a. Installation of a new stoplight or stop sign at the intersection of Iris Lane and Iris Glen.

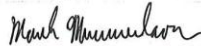
b. Restricting the proposed gate located across from Iris Glen in the new Hallmark Community to emergency access only. This restriction was contained in the original documents for the scoping meeting, but it was apparently later changed to be a public exit.

c. Prohibition of parking along both sides of Iris Lane near the intersection with Iris Glen. Parked cars will obstruct driver vision and will make a hazardous intersection much more dangerous.

3. We continue to be concerned about increasing the zoning of the project to "urban" density. The surrounding neighborhoods are all single-family homes or duplexes. Meadowbrook Village of course has apartments, but only a grand total of 170 cottage and apartment units on 25 acres. And many of our residents drive infrequently or not at all.

Thank you for your consideration of our concerns. If you have any questions, please do not hesitate to contact me.

Sincerely,



Mark Mummelaar
Executive Director

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2-4

Letter 2

Meadowbrook Village

- 2-1 This comment provides opening remarks and does not raise any specific environmental topics.
- 2-2 This comment addresses existing traffic conditions, including speeding, on North Iris Lane. One of the ingress/egress points for Meadowbrook Village is located on North Iris Lane. Speeding is an enforcement issue and is not related to the proposed project.
- 2-3 This comment makes three specific suggestions for traffic control improvements on North Iris Lane. A new stoplight or stop sign is requested at the intersection of North Iris Lane and Iris Glen. Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

This comment also suggests restricting the proposed project egress at North Iris Lane to emergency access only. The traffic analysis (LOS 2022) analyzed project egress at this location and the driveway was found to perform adequately. There is no level of service impact from allowing egress at this point. No project access will be allowed from North Iris Lane, only exiting movements.

Finally, this comment requests prohibiting parking along both sides of North Iris Lane near the intersection of Iris Glen. There is no existing street parking on North Iris Lane between Robin Hill Lane and Cheyenne Lane on either side of the street. With implementation of the project, parking will be permitted along the project frontage on North Iris Lane, and the final number of spaces would be determined during final engineering design. All parking has been accounted for onsite and the project is consistent with the City's parking code. The project will provide a total of 231 parking spaces. This includes 204 garage spaces associated with the units, which would be pre-wired for electric vehicle (EV) charging stations. An additional 27 guest spaces are included in the project design and include 22 open guest spaces, 2 Americans with Disability Act (ADA) guest spaces and 3 EV spaces.

The project would make roadway and pedestrian improvements on North Iris Lane. Currently, along the project frontage, North Iris Lane has a 47-foot right-of-way, one travel lane in each direction and a sidewalk on the eastern side of the road. The proposed project would provide a 15-foot right-of-way dedication along the project frontage with North Iris Lane to create a 62-foot right of way, which would allow for wider travel lanes and a 4-foot sidewalk along the project frontage. The applicant would install approximately 850 feet of sidewalk along the project frontage with North Iris Lane. This would complete a missing section of sidewalk along North Iris Lane and improve pedestrian network connectivity for the neighborhood.

- 2-4 This comment addresses the proposed rezone of the project site and proposed density. This comment addresses the proposed density of the project. The project site is bounded by Robin Hill Lane on the north with attached single family residential uses north of Robin Hill Lane that are in the City's jurisdiction and are zoned Planned Development – Residential (PDR) with an Urban 1 land use. To the west, the site is bounded by Robin Hill Lane and parcels within the

County's jurisdiction that are developed with single family residences. Those parcels have a General Plan Designation of Village Residential VR-24 and are zoned RS – Single Family. To the south, the site is bounded by single family residences in the City that are zoned R-1. To the east, the site is bounded by North Iris Lane with the three-story Meadowbrook Village care facility (a mix of semi-independent and congregate care units) zoned R-1. To the south and southeast of the project site is single family residential zoned R-1 in the City.

The project has been designed to provide a transition from the three-story Meadowbrook Village care facility to the less dense single family and duplexes in the project vicinity. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side.

The project's architectural design will break up the appearance of the project through the design of the buildings and the use of architectural enhancements. The project would have a Traditional Farmhouse architectural style. Proposed materials include wood, stucco, siding with decorative trims. The proposed landscape plan includes a mix of trees, shrubs, grasses and groundcover. The intent of the landscape plan is to provide plant material that accent and frame the architecture and enhances the pedestrian scale of the project. The project would plant approximately 171 trees internal to the project plus additional street trees along the project frontages with North Iris Lane and Robin Hill Lane. The project meets or exceeds the City's setback requirements which allows for physical distance and landscaping between proposed buildings and adjacent residences and sidewalks.

The project site is currently within San Diego County's jurisdiction but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3 du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The project is proposing less density than if the project was developed under the County's designation.

Once approved, the project will be consistent with the General Plan as the proposed project includes a General Plan Amendment (GPA) from Suburban to Urban III (up to 18 du/acre). According to Figure II-6 of the Land Use Element of the City's General Plan (Page II-21), Urban III is a medium density multi-family residential designation that would "accommodate a wide range of housing types and generally applies to transitional areas that exist between single family neighborhoods and higher density residential and commercial areas. This designation allows for a maximum density of 18 du/ac, minimum density of 12.6 du/acre, building height of 2-4 stories and street designs that support pedestrian and bicycle use along with vehicular circulation" (City of Escondido 2012a).

This GPA would allow for development of the proposed project including 102 multi-family residential units and common and private open space on 7.7 acres in an urbanized area of the city with existing residential uses to the north, south, and west of the project site. The project's proposed density is 14.6 du/acre.

From: Judith Ambrose <judithambrose34@gmail.com>
Sent: Tuesday, November 1, 2022 6:01 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] EIR for the North Iris Residential Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Re: Case No. PHG 20-0032

Dear Mr. Paul,

I am a senior citizen and a resident of Meadowbrook Christian Retirement Village located on the east side of Iris Ln. just across the street from where the above-referenced project is proposed. I have several concerns about this proposed project that I would like to bring to your attention.

} 3-1

First, Iris Ln. is a very busy street where commuters race by in their cars or on motorcycles during rush-hour traffic times. This often poses a danger to the residents of Meadowbrook Village as we attempt to exit our community onto Iris Ln. Other nearby residents are subject to the same perils as cars cut through this residential area between Center City Parkway and North Broadway.

} 3-2

Secondly, in case of a wildfire or other similar emergency, the evacuation of our community and other nearby residents would be greatly impacted by the density of the proposed 102 new units with their estimated 231 vehicles trying to escape this very real danger. I have had personal experience evacuating from an all-too-common California wildfire and this is of real concern to me.

} 3-3

Thirdly, Iris Lane is a very narrow street with one lane of traffic each direction and no left-turn pockets provided for exiting this street into the Meadowbrook Community. The potential for rear-end collisions is very high.

} 3-4

I appreciate the opportunity to make my voice heard and I hope the City of Escondido Planning Division will give careful attention to my concerns.

} 3-5

Sincerely,

Judith A. Ambrose
2081 Garden Valley Glen, Apt. 117
Escondido, CA 92026

Judith Ambrose

- 3-1 This comment provides opening remarks and indicates the commenter resides at the Meadowbrook Village located near the project site. This comment does not raise any specific environmental issues.
- 3-2 This comment addresses existing traffic conditions, including speeding, on North Iris Lane. One of the ingress/egress points for Meadowbrook Village is located on North Iris Lane. Speeding is an enforcement issue and is not related to the proposed project.
- 3-3 This comment addresses wildlife/emergency evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the

intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

3-4 This comment addresses the current design of North Iris Lane. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

3-5 This comment provides closing remarks and does not raise any additional environmental topics.

From: Cathy Coleman <82rcmc@gmail.com>
Sent: Thursday, October 20, 2022 4:50 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Case No. PHG 20-0032

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Regarding the proposal to build a 102 unit residential project on North Iris Lane at Robin Hill Lane, we'd like to add our voices to those who oppose this plan. In our opinion, that is a ridiculous amount of units to add to this area. The traffic on North Iris is already bad enough, with people speeding through and many using it as a shortcut to the north Broadway area. If this hasn't been done already, we would recommend that someone (a person, not an electronic counter) come to actually the view the traffic during the morning and evening rush hours.

} 4-1
} 4-2

Thank you for the opportunity to express our concerns.
Cathy Coleman
Rich Mikelson
317 Cheyenne Lane
Escondido
530-209-4249

Sent from my iPad

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

- 1) All the existing neighborhoods surrounding the Subject Site are much less dense housing. To the north of the Proposed site is zoned RD-R-1. To the east and south the zoning is R-1. New construction should be similar to the residential zones surrounding it. A deviation to the proposed density of more than 13 homes per acre is not at all in keeping with the single-family homes located to the west and south of the Subject Site.
- 2) Traffic congestion along North and South Iris Lane is already taxed well beyond the limit of these two-lane country roads. Housing developments previously built to the north and east have brought heavy congestion to the small side streets such as Village Road as well as North and South Iris Lanes as cars travel to and from I-15 access on El Norte Parkway. Current excess traffic needs to be redirected to the main, four lane roads of Country Club Lane, North Broadway and Centre City Parkway and there is no way Village Road, North and South Iris Lane can possibly accommodate even more traffic. Homes fronting along these streets are living with steady, high-speed traffic and access to and from their driveways is greatly hindered already.
- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

} 4-3
} 4-4
} 4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,

Resident of 2250-7 N Broadway,
Country Place, Escondido, CA 92026
Jefferson Roy Annett

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

- 1) All the existing neighborhoods surrounding the Subject Site are much less dense housing. To the north of the Proposed site is zoned RD-R-1. To the east and south the zoning is R-1. New construction should be similar to the residential zones surrounding it. A deviation to the proposed density of more than 13 homes per acre is not at all in keeping with the single-family homes located to the west and south of the Subject Site.
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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,


Catherine Day

Resident of 2170 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

- 1) All the existing neighborhoods surrounding the Subject Site are much less dense housing. To the north of the Proposed site is zoned RD-R-1. To the east and south the zoning is R-1. New construction should be similar to the residential zones surrounding it. A deviation to the proposed density of more than 13 homes per acre is not at all in keeping with the single-family homes located to the west and south of the Subject Site.
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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,



Resident of 2152 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

- 1) All the existing neighborhoods surrounding the Subject Site are much less dense housing. To the north of the Proposed site is zoned RD-R-1. To the east and south the zoning is R-1. New construction should be similar to the residential zones surrounding it. A deviation to the proposed density of more than 13 homes per acre is not at all in keeping with the single-family homes located to the west and south of the Subject Site.
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4-3
through
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Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,



Resident of 2144 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

- 1) All the existing neighborhoods surrounding the Subject Site are much less dense housing. To the north of the Proposed site is zoned RD-R-1. To the east and south the zoning is R-1. New construction should be similar to the residential zones surrounding it. A deviation to the proposed density of more than 13 homes per acre is not at all in keeping with the single-family homes located to the west and south of the Subject Site.
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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,

Aliza Curtis
ALIZA CURTIS

Resident of 2140 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,



Resident of 2138 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

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4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,

Resident of 2126 Country Place, Escondido, CA 92026



The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,



Resident of 2121 Country Place, Escondido, CA 92026

4-3
through
4-5

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,

Jason L. Rane
2120 Country Place
Escondido CA. 92026

Resident of 2120 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

With respect, I would like to request you reject the proposal to re-zone the proposed Subject Site on North Iris. This request is made based upon the following:

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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely, *Lynette Rendella*

Resident of 2104 Country Place, Escondido, CA 92026

The Residents of Country Place
Escondido, CA 92026
October 1, 2022

Members of the Escondido City Council
C/O Escondido Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-2798

Re: Case No. PHG 20-0032 North Iris Residential Project

Sirs:

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- 3) We are under water usage restrictions and the threat of power outages is very real. We do not have the resources to support 102 new homes and the water and electricity needs they will generate.

4-3
through
4-5

Please deny proposed re-zoning of the Subject Site. Thank you.

Sincerely,

Diane Juan Beall SKA Tompler

2250-7 N Broadway, Escondido, CA

Resident of _____ Country Place, Escondido, CA 92026

92026

Letter 4

Cathy Coleman, Rich Mikelson and Country Place Residents

- 4-1 This comment provides introductory remarks and states the commenter's opposition to the project.
- 4-2 This comment addresses traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR.

As part of the traffic analysis, traffic counts were conducted and cross checked with previous counts to take COVID-19 pandemic traffic patterns into consideration.

Intersection counts were collected in the AM Peak 7:00 AM to 9:00 AM and the PM Peak (4:00 PM to 6:00 PM) at the following locations with count dates noted in parentheses:

- North Iris Lane/Village Road (10/7/2020)
- North Iris Lane/Robin Hill Lane (10/7/2020)
- North Iris Lane/Iris Glen minor leg movements for Meadowbrook Village (8/31/2021)
- Centre City Parkway/Iris Lane (5/3/2018 & 10/7/2020)

The following street segments were also counted over a 24-hour period:

- North Iris Lane from Village Road to Robin Hill Lane (10/7/2020)
- North Iris Lane from Robin Hill Lane to Centre City Parkway (5/3/2018 and 10/7/2020)

Due to the COVID-19 Pandemic, historical year 2018 and current year 2020 counts were reviewed to determine which volumes should be used to represent existing conditions. All year 2020 counts collected above were lower than year 2018 counts as follows. ADTs were 35.7% lower. The intersection of Centre City Parkway/Iris Lane was 92% lower in the AM and 16% lower in the PM. Therefore, the higher year 2018 counts were used to represent existing conditions for the following locations:

- Intersection of Centre City Parkway/Iris Lane (2018 data used), and
- Segment of North Iris Lane from Robin Hill Lane to Centre City Parkway (2018 data used).

For the locations that did not have historical year 2018 counts available, a growth factor was applied to year 2020 counts to represent existing conditions. The growth factor was calculated by taking the reduction between year 2020 and year 2018 counts on the segment of North Iris Lane between Robin Hill Lane and Centre City Parkway. This segment had a 35.7% reduction in traffic volume. Therefore, a growth factor of 35.7% was applied to the following locations to represent existing conditions:

- Intersection of North Iris Lane/Village Road (2020 data factored up by 35.7%),

- Intersection of North Iris Lane/Robin Hill Lane (2020 data factored up by 35.7%), and
- Segment of North Iris Lane from Village Road to Robin Hill Lane (2020 data factored up by 35.7%).

The turn moves entering and exiting Meadowbrook Village at North Iris Lane/Iris Glen (minor leg movements) were counted on 8/31/21. These 8/31/21 turn moves were compared against the forecast turn moves in the Meadowbrook Village Transportation Impact Analysis (TIA). The higher volumes from the TIA were used for existing conditions.

As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

4-3 Attached to this commenter's email were 11 form letters from area residents. Nine of the residents live on Country Place and two live on North Broadway in the project vicinity. Because the comments are the same in each letter, the following responses are provided to the comments raised in the letter.

Density

This comment addresses the proposed density of the project. The project site is bounded by Robin Hill Lane on the north with attached single family residential uses north of Robin Hill Lane that are in the City's jurisdiction and are zoned Planned Development – Residential (PDR) with an Urban 1 land use. To the west, the site is bounded by Robin Hill Lane and parcels within the County's jurisdiction that are developed with single family residences. Those parcels have a General Plan Designation of Village Residential VR-24 and are zoned RS – Single Family. To the south, the site is bounded by single family residences in the City that are zoned R-1. To the east, the site is bounded by North Iris Lane with the three-story Meadowbrook Village care facility (a mix of semi-independent and congregate care units) zoned R-1. To the south and southeast of the project site is single family residential zoned R-1 in the City.

The project has been designed to provide a transition from the three-story Meadowbrook Village care facility to the less dense single family and duplexes in the project vicinity. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at

the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side.

The project's architectural design will break up the appearance of the project through the design of the buildings and the use of architectural enhancements. The project would have a Traditional Farmhouse architectural style. Proposed materials include wood, stucco, siding with decorative trims. The proposed landscape plan includes a mix of trees, shrubs, grasses and groundcover. The intent of the landscape plan is to provide plant material that accent and frame the architecture and enhances the pedestrian scale of the project. The project would plant approximately 171 trees internal to the project plus additional street trees along the project frontages with North Iris Lane and Robin Hill Lane. The project meets or exceeds the City's setback requirements which allows for physical distance and landscaping between proposed buildings and adjacent residences and sidewalks.

The project site is currently within San Diego County's jurisdiction but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3 du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The project is proposing less density than if the project was developed under the County's designation.

Once approved, the project will be consistent with the General Plan as the proposed project includes a General Plan Amendment (GPA) from Suburban to Urban III (up to 18 du/acre). According to Figure II-6 of the Land Use Element of the City's General Plan (Page II-21), Urban III is a medium density multi-family residential designation that would "accommodate a wide range of housing types and generally applies to transitional areas that exist between single family neighborhoods and higher density residential and commercial areas. This designation allows for a maximum density of 18 du/ac, minimum density of 12.6 du/acre, building height of 2-4 stories and street designs that support pedestrian and bicycle use along with vehicular circulation" (City of Escondido 2012a).

This GPA would allow for development of the proposed project including 102 multi-family residential units and common and private open space on 7.7 acres in an urbanized area of the city with existing residential uses to the north, south, and west of the project site. The project's proposed density is 14.6 du/acre.

Traffic Congestion

This comment addresses traffic. Please see response 4-2, above, for a summary of the traffic analysis and conclusions. Speeding is a traffic enforcement issue.

Water and Electricity

This comment addresses the availability of utilities to serve the project, including water and electricity. Utilities and Service Systems, including water and electricity were analyzed in Section 3.16 of the Draft EIR. A separate energy analysis was also presented in Section 3.5 of the Draft EIR.

Based upon the analysis presented in Section 3.16.4 and 3.16.5, the project can be adequately served by existing utilities infrastructure and water supplies. The project's water demand can be met by existing water entitlements and the existing water infrastructure is adequate to serve the project. Similarly, based upon the sewer analysis, there is existing capacity in local sewer lines to accommodate the increase in flows associated with the project. Solid waste anticipated to be generated by the project can be accommodated in area landfills. In summary, all utilities and services impacts will be less than significant.

Additionally, the project incorporates water and energy saving features, as detailed in Section 7 of the Draft EIR. These measures include:

- **PD-E-1** The project will install low flow water fixtures in all units.
- **PD-E-2** All indoor and outdoor lights in the project will be designed to use LED technology.
- **PD-E-3** The project will utilize ENERGY STAR qualified appliances.
- **PD-E-4** The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site.
- **PD-UTIL-1** Compliance with the City's Water Efficient Landscape Ordinance.
- **CM-UTIL-1** The project applicant will be required to pay Rincon del Diablo Municipal Water District (RDDMWD) Capital Facility Fees for potable water meter installation, as described in RDDMWD Ordinance No. 21-98.21.

The letter includes a closing remark requesting denial of the project.



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)

City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022



Jay Paul
Senior Planner

The area being considered for this massive housing development is just too much for this small area. There is limited ROAD space and established homes in this area that are going to be severely affected by this development. Please reconsider this development. The density of this project is overwhelming and needs to be severely downsized for the sake of existing homes, roads, schools and our quality of life.

} 5-1

} 5-2

Mary Cooper

Letter 5

Mary Cooper

5-1 This comment addresses the size and location of the proposed project. The project site is currently within unincorporated San Diego County but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3. du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The actual density proposed by the project is 14.6 du/acre. The project is proposing less density than if the project was developed under the County's designation.

The project, as designed, meets all City development standards and will provide community benefits including road widening on North Iris Lane and installation of sidewalks on the project frontage with North Iris Lane and Robin Hill Lane. The project will pay all applicable developer and school fees.

Section 5.0 (Alternatives) of the Draft EIR analyzed several project alternatives, including two scenarios where the development intensity would be reduced. The reduced alternatives do not fully meet all of the project objectives.

5-2 This comment addresses the density of the project and the potential to impact existing homes, road, schools and quality of life. The Draft EIR prepared for the project concluded that the project would mitigate all significant impacts to below a level of significance.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

Schools were analyzed within the Section 3.13 (Public Services) of the Draft EIR. The project site is located within the service boundary of the Escondido Union School District for elementary (kindergarten through 5th Grade) and middle school (6th through 8th Grade) and within the Escondido Union High School District for high school. Development of the proposed project would generate additional students for the schools that would serve the project,

including North Broadway Elementary, Rincon Middle, and Escondido High School. As shown in Table 3.13-2, there would be sufficient capacity at these schools to accommodate the additional students. The project applicant would be required to contribute school mitigation fees, pursuant to California Education Code Section 17620 et seq. and Government Code Sections 65995(h) and 65996(b) in effect at the time of building permit issuance. As such, with contribution of required development fees, impacts to schools would be less than significant.

LETTER 6

From: Bette DeHaven <rebjvd@gmail.com>
Sent: Thursday, November 3, 2022 10:16 AM
To: Planning <planning@escondido.org>
Subject: [EXT] north iris condominiums

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Dear Mr. Paul:

As a resident of a Meadowbrook Village cottage/house near North Iris Lane I am very concerned about the traffic and speed on North Iris as it is now. So many drivers are currently using north Iris Lane as a shortcut to get to/from the freeway before and after work. These same drivers usually ignore the speed limit. A flasher to reduce speed is needed. When the proposed development of the condominium project begins it will be nearly impossible to drive out of the Meadowbrook Village Iris gate. If that will be the case then please put a signal at the Broadway gate as that is also a very busy street.

If approved, once the condo project is completed and residents need to exit that development please do not allow an exit at north Iris Lane. Entering and exiting the development on Robin Hill makes the most sense. If that is not possible then please install a traffic signal for the drivers and pedestrians walking across Iris Lane once that development is complete.

I have been a resident of Escondido since 2001 and moved here to live in a more suburban/country community with history. I moved into Meadowbrook Village in 2015. I am a faithful voter who cares about the safety of our city residents. Please do not succumb the pressure to just build more and more housing, especially here on Iris Lane. I am not opposed to change as long as it is safe and reasonable.

Sincerely,
Bette DeHaven

Sent from my iPad

} 6-1
} 6-2
} 6-3
} 6-4

Letter 6

Bette DeHaven

6-1 This comment addresses traffic associated with the project and speeding on North Iris Lane. Speeding is an enforcement issue and not associated with the proposed project. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

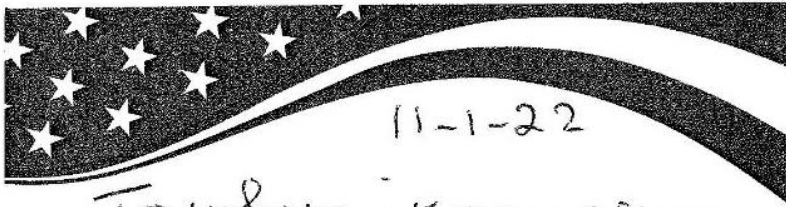
- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

6-2 This comment addresses traffic on North Iris Lane and potential access issues at the Iris Glen entrance to Meadowbrook Village. This comment requests a signal for the Meadowbrook Village entrance on Broadway. The Meadowbrook Village conducted its own environmental analysis, including a traffic study, and it was determined that a signal was not warranted for the project entrance on N. Broadway. Similarly, a signal was not warranted for the Iris Glen entrance off on North Iris Lane.

6-3 This comment requests a traffic signal be installed on Iris Lane. The traffic analysis for the proposed project did not identify a new traffic signal on North Iris Lane.

6-4 This comment provides closing remarks and notes to commenter opposition to the project.



11-1-22

To whom it may concern

I am a resident of Meadowbrook.

I am very much against the new condo development that is planned on Iris, direct by opposite Meadowbrook.

The traffic, noise etc is all going to be just terrible. Please consider building where it won't have so much negative effect on all the people of Meadowbrook and surroundings.

Sincerely
Sherley J. Jones
Y217132

Paralyzed Veterans of America



7-1
7-2
7-3

Letter 7

Shirley DeJong

- 7-1 This comment provides opening remarks and notes the commenters opposition to the project.
- 7-2 This comment addresses project-related traffic and noise.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

- 7-3 This comment requests an alternative location for the project. As discussed in Section 5.4.1 of the Draft EIR, pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. There are sites within the city of an approximately equivalent size to the project site that could be redeveloped with a residential project; however, the project applicant does not control another site within the city of comparable land area that is available for development of the proposed project. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." Because the City is highly urbanized and is largely built out, obtaining another site of a similar size in a similar location is not considered feasible. It should also be noted that the project site is surrounded by development and located adjacent to existing transportation and utility infrastructure. As such, an alternative location was ultimately rejected from further analysis in the EIR.

LETTER 8

Nov. 2, 2022

Dear Mr. Paul,

Referring to Case No. PHG 20-0032

I am writing you to voice my concern regarding your up-coming North Iris Residential Project across from Meadowbrook Village Christian Retirement Center. I am a resident of Meadowbrook Village.

With residents of 102 units and 231 plus cars exiting your development onto Iris Lane along with 200 plus residents entering and exiting onto Iris Lane from Meadowbrook Village, I am very concerned with the incidence of potential accidents, injuries and deaths. Our community is composed of many elderly people. I strongly suggest that a regular traffic light be installed along with your development to safeguard lives from both areas. It is even now difficult to exit from Meadowbrook at certain times of the day and with the addition of your development it will be extremely difficult to exit safely.

If we ever have to evacuate because of an earthquake or other emergency, it will be a crisis situation.

Thank you for your kind attention.

Sincerely,


Rosemary Dubail 858-717-0852

2035 Garden Valley Glen

Escondido, CA 92026

8-1

8-2

8-3

Letter 8

Rosemary Dubail

- 8-1 This comment provides opening remarks and does not raise any specific environmental topics
- 8-2 This comment addresses traffic generated by the project and existing access to the Meadowbrook Village at North Iris Glen at North Iris Lane. It also requests a traffic signal be installed as part of the project.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

- 8-3 This comment addresses emergency evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not

impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was summarized in response 8-2.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

From: Judy Fridono <pawinspired@aol.com>
Sent: Monday, September 26, 2022 10:26 AM
To: Jay Paul <jpaul@escondido.org>
Subject: Draft environmental impact report - North Iris Residential project

Hi Jay,

I received the *notice of availability of the draft environmental impact report for the North Iris residential project*. I own the property at 430 Robin Hill Ln. I have included written comments on the adequacy of the draft below, as well as questions. I look forward to your prompt response...

9-1

CONCERNS

Safety and crime. With the increase in population there will be more crime in an area that has little crime.

9-2

Transportation/traffic. With 102 units there will be a significant increase in traffic and congestion on Iris and Robin Hill Ln. Right now there is little traffic and the roads are only used by current homeowners. Having this complex will increase the amount of cars in the neighborhood, traffic cutting through to get to Centre City.

9-3

Noise. Right now the neighborhood is very quiet. With the new development, there will be much more noise, disturbing long time homeowners.

9-4

Dirt and debris. There will be a lot of dirt and debris during demolition and construction that will end up on our homeowner properties creating a mess.

9-5

Displaced wildlife & bugs. There will be a significant displacement of wildlife and bugs when demolition occurs, which will end up with the animals going to homeowners in the area. As such, expenses will be incurred to get wildlife removal services and exterminators.

9-6

Visual Resource. Your two and three story buildings will have an adverse impact on our scenic vista which is the view we have now. This can reduce my property value because people enjoy the view.

9-7

QUESTIONS

Will you be doing roadway and pedestrian improvements on Robin Hill Ln all the way to Centre City? Or where would the improvements end?

9-8

Annexation/Reorganization from the County of San Diego into the City of Escondido

9-9

SUMMARY

Based on the concerns I have and the costs that will be incurred by me, the homeowner, I am asking you to cover the cost of annexation to the city and sewer implementation on my property to replace the septic system. Us homeowners shouldn't be expected to cover costs incurred from your development.

One of the paragraphs in the documents you have on your website states...

Allow property owners to annex to the city, and actively annex unincorporated lands owned by the city. Allow annexations if it can be demonstrated that appropriate improvements as determined by the city will be financed by the property owner(s), and that such expansion of the city will not have unacceptable adverse fiscal or environmental impacts to existing city services or residents. Exceptions to this policy may be considered subject to Policy 16.2.

Protect residential neighborhoods from cut-through traffic and other traffic-related issues by implementing appropriate traffic calming measures.

So homeowners have the ability to be annexed to the city, however I don't agree with the property owners financing it since you are coming into our neighborhood and building something that is going to make a huge impact on homeowners... especially me. That paragraph also states "exceptions to this policy may be considered subject to Policy 16.2. So there are exceptions that can be made.

Thanks,

Judy

Letter 9

Judy Fridono

9-1 This comment provides introductory remarks and does not raise any specific environmental topics.

9-2 This comment addresses safety and crime and states there will be an increase in crime due to implementation of the project.

The project has been designed with safety and security in mind. The project site includes fencing, decorative walls and retaining walls along the project frontage. The project entrance is gated. The project also incorporates lighting for safety and security.

The Draft EIR included an analysis of public services including police services (Section 3.13, Public Services). The analysis determined that impacts on police services would be less than significant. The project will be required to pay the City of Escondido Public Facility Development Impact Fee which would offset any increase in demand for police protection services, along with other public services such as fire, library, etc., as detailed in the adopted City of Escondido Fee Guide for Development Projects (September 3, 2021).

9-3 This comment addresses transportation and traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

9-4 This comment addresses noise. A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

- 9-5 This comment addresses construction-related dirt and debris during demolition and construction. The project is required to adhere to San Diego County Air Pollution Control District regulations which includes fugitive dust control measures, that minimize the potential for nuisance dust to leave the site.
- 9-6 This comment addresses the disturbance or displacement of wildlife on the project site with project construction. A biological resources report was prepared for the project (Appendix D) and was summarized in Section 3.3 (Biological Resources) of the EIR. No sensitive wildlife species were observed on the project site. Mitigation measure MM-BIO-1 will be implemented which requires preconstruction surveys for any trimming, grubbing or clearing of vegetation during the bird breeding season. Additionally, the project will implement a landscape plan which includes 171 trees internal to the project plus additional street trees. The project design also includes 97,040 s.f. of open space including common open space, recreational areas and private open space.
- 9-7 This comment addresses scenic vistas and property values associated with the project. As discussed in Section 3.1 of the Draft EIR (Aesthetics), there are no recognized scenic vistas on the project site or in the project vicinity. Key visual resources in the city generally consist of ridgelines, hillsides and viewsheds that serve as scenic amenities. The project site is not located on a ridgeline, hillside or within a scenic viewshed. The project site is situated at a similar elevation as surrounding development and currently supports four single family residences and outbuildings.

The proposed building heights are similar in height to the Meadowbrook Village community to the east of the project site. Property values are not analyzed under the California Environmental Quality Act. The project provides improvements that will benefit residents in the project vicinity including constructing sidewalks along the project frontage on North Iris Lane and Robin Hill Lane, road widening, enhanced landscaping along the project frontage and undergrounding of utility lines.

- 9-8 This comment addresses proposed roadway and pedestrian movements. Response 9-3, above, details the project's roadway, pedestrian and bicycle network improvements and also details additional contributions that will be made towards future improvements in the project vicinity and other intersections in the City.
- 9-9 These comment addresses annexation and includes a request by the commenter that their property be annexed into the City and connected to the City sewer system. The commenter has communicated with City staff expressing interest for annexation and sewer connection in the past. City staff has indicated that in order for this property to connect to City sewer service, the property would need to annex to the City of Escondido. Annexation of one single parcel would not result in a logical annexation boundary and that additional property owners would need to be included in the overall annexation request for staff to support. Additionally, County residents would be responsible for the extension of the sewer main beyond the project boundaries and hookup costs if they were to annex into the City. An annexation survey was conducted of County property owners in the area of the project and there wasn't positive

support from County residents to support additional area to be included in the proposed annexation.

-----Original Message-----

From: Verizon.Mail <jyheimer@verizon.net>
To: jpaul@escondido.org <jpaul@escondido.org>
Sent: Fri, Oct 28, 2022 10:44 pm
Subject: Case No. PHG 20-0032

Mr. Jay Paul,

We wish to register our opposition to the 102 Unit, North Iris Residential Project, Case No. PHG 20-0032.

It is too dense for the area.

Traffic is also a concern for N. Iris.

We are already seeing cars backed up from Center City Pkwy. for blocks, past the entrance to

Meadowbrook Village creating a safety concern.

} 10-1
}
} 10-2
}
} 10-3

Thank You for listening to the voice of the people.

Joe & Virginia Heimer
2081 Garden Valley Glen #217
Escondido, Ca. 92026

PS: Any development on this site should require a controlled stop light at the North Iris entrance/

Meadowbrook Village intersection.

Also control over dust, dirt and noise created by construction.

} 10-4
}
} 10-5

Letter 10

Joe and Virginia Heimer

- 10-1 This comment provides introductory remarks and states the commenter's opposition to the project.
- 10-2 This comment addresses the proposed density of the project. The project site is bounded by Robin Hill Lane on the north with attached single family residential uses north of Robin Hill Lane that are in the City's jurisdiction and are zoned Planned Development – Residential (PDR) with an Urban 1 land use. To the west, the site is bounded by Robin Hill Lane and parcels within the County's jurisdiction that are developed with single family residences. Those parcels have a General Plan Designation of Village Residential VR-24 and are zoned RS – Single Family. To the south, the site is bounded by single family residences in the City that are zoned R-1. To the east, the site is bounded by North Iris Lane with the three-story Meadowbrook Village care facility (a mix of semi-independent and congregate care units) zoned R-1. To the south and southeast of the project site is single family residential zoned R-1 in the City.

The project has been designed to provide a transition from the three-story Meadowbrook Village care facility to the less dense single family and duplexes in the project vicinity. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side.

The project's architectural design will break up the appearance of the project through the design of the buildings and the use of architectural enhancements. The project would have a Traditional Farmhouse architectural style. Proposed materials include wood, stucco, siding with decorative trims. The proposed landscape plan includes a mix of trees, shrubs, grasses and groundcover. The intent of the landscape plan is to provide plant material that accent and frame the architecture and enhances the pedestrian scale of the project. The project would plant approximately 171 trees internal to the project plus additional street trees along the project frontages with North Iris Lane and Robin Hill Lane. The project meets or exceeds the City's setback requirements which allows for physical distance and landscaping between proposed buildings and adjacent residences and sidewalks.

The project site is currently within San Diego County's jurisdiction but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3. du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The project is proposing less density than if the project was developed under the County's designation.

Once approved, the project will be consistent with the General Plan as the proposed project includes a General Plan Amendment (GPA) from Suburban to Urban III (up to 18 du/acre). According to Figure II-6 of the Land Use Element of the City's General Plan (Page II-21), Urban III is a medium density multi-family residential designation that would "accommodate a wide range of housing types and generally applies to transitional areas that exist between single

family neighborhoods and higher density residential and commercial areas. This designation allows for a maximum density of 18 du/ac, minimum density of 12.6 du/acre, building height of 2-4 stories and street designs that support pedestrian and bicycle use along with vehicular circulation” (City of Escondido 2012a).

This GPA would allow for development of the proposed project including 102 multi-family residential units and common and private open space on 7.7 acres in an urbanized area of the city with existing residential uses to the north, south, and west of the project site. The project’s proposed density is 14.6 du/ac.

10-3 This comment addresses traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project’s frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County’s General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

10-4 This comment requests a controlled stop light at the project entrance on North Iris drive. The project does not meet the signal warrants for construction of a traffic signal.

Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. Full access is not proposed at the North Iris project driveway. This second access point would be a 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane.

10-5 This comment addresses construction related air quality and noise emissions. Both of these topics were analyzed in the Draft EIR. An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

Regarding construction-related noise, a project-specific noise study was prepared for the project. The report was included as Appendix L and summarized in Section 3.11 of the Draft EIR. All construction and operational noise impacts were determined to be less than significant with the exception of the potential for short-term noise impacts associated with rock drilling. Rock drilling and blasting will occur on an as-needed basis on site. In the event that the rock drill is staged within 160 feet of any occupied noise sensitive land use, sound levels could exceed 75 dBA at property lines. Implementation of mitigation measure MM-N-1, which will be required as a condition of project approval, will reduce the impact to below a level of significance. This mitigation measure is described below:

MM-N-1 If rock drill staging occurs within 160 feet of any occupied noise sensitive land uses, sound levels could exceed 75 dBA at property lines. A noise mitigation plan based upon the location of the construction equipment, topography and construction schedule shall be prepared by an acoustical consultant. The noise mitigation plan shall identify measures to reduce sound levels to below 75 dBA. Such measures could include a temporary noise barrier along any property line where the impacts could occur. The proposed noise barrier shall be of solid non-gapping material to adequately reduce construction noise levels below the noise threshold of 75 dBA at the property lines. The noise mitigation plan shall determine the final height and location of a temporary barrier if one is necessary. The mitigation plan may also identify location and timing restrictions on drilling equipment usage. The mitigation plan shall be submitted to the City for review and approval prior to initiation of rock drill staging activities within 160 feet of any occupied noise sensitive land use.

LETTER 11

From: Wen Lee <linwendy1968@gmail.com>
Sent: Thursday, November 3, 2022 1:09 AM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Serious EIR concerns for N. IRIS Residential Project, SCH #2021060702

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Dear Mr. Paul,

It is our understanding that San Diego County and the City of Escondido should work to provide more housing for the residents. While we support this goal, we have serious concerns about the said project. Please try to picture yourself as the resident off the very narrow 'N, Iris Lane', how would you deal with the traffic, noise, potential fire hazard and health impact just to name a few serious concerns?!

The immediate neighbors from Meadowbrook Christian Retirement Village will be forced to listen to the noise; breathe the dust; take risks of workers/people trespassing during a year or two of construction, just to name a few serious concerns.

Upon completion of these 102 units of homes with possibly 400 residents, and more than 200 cars off the street, life of the seniors from the Meadowbrook Village will inevitably be affected more negatively.

To make the project acceptable and fair to the neighborhood, please consider to comply with the following:

1. The builder of the project must widen the street into a 3-lane street with at least one traffic light installed accordingly. Along the west side of N. Iris Lane, where the project is located, the pedestrian sidewalk must be built.

2. For the sake of safety, the exit gate of this project must not be facing against the existing 2nd set of gates of the Meadowbrook Village on North Iris Lane.

3. Before the start of the construction by Hallmark Communities, the builder must first offer to raise the existing street walls of the Meadowbrook Village along N. Iris Lane, and install a clear noise barrier on top of the walls to reduce the construction noise, dust as well as future traffic noise caused by the finished project.

While we support the City growth and agree to the new complex, we truly appreciate your efforts in reducing the hazard for the neighboring citizens. Again, thank you for your consideration and good work.

Sincerely,

Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu, Betty Li

11-1

11-2

11-3

11-4

11-5

11-6

Letter 11

Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu and Betty Li (Letter 1)

11-1 This comment provides opening remarks and does not raise any specific environmental topics.

11-2 This comment addresses traffic, fire hazards and health impacts.

Traffic

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

Fire Hazards and Evacuation

The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents.

Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

Health Impacts

Fugitive dust (PM10 and PM2.5) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM10 emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel

particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

- 11-3 This comment addresses requests expansion of North Iris Lane to three lanes, installation of a traffic signal and construction of a pedestrian sidewalk.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

- 11-4 This comment requests the project's North Iris exit be offset from the Meadowbrook Village exit on North Iris Lane. The City requested the applicant line up the project exit with the existing Meadowbrook Village so as to minimize conflict at both locations.

- 11-5 This comment requests the existing wall along the Meadowbrook Village frontage with North Iris Lane be increased in height to reduce the potential for construction noise and dust impacts.

The project is required to adhere to San Diego County Air Pollution Control District regulations which includes fugitive dust control measures, that minimize the potential for nuisance dust to leave the site.

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

- 11-6 This comment provides closing remarks and does not raise any additional environmental topics.

Serious EIR concerns for N. IRIS Residential Project, SCH #2021060702

1 message

Wen Lee <linwendy1968@gmail.com>
To: jpaul@escondido.org

Thu, Nov 3, 2022 at 1:08 AM

Dear Mr. Paul,

It is our understanding that San Diego County and the City of Escondido should work to provide more housing for the residents. While we support this goal, we have serious concerns about the said project. Please try to picture yourself as the resident off the very narrow 'N, Iris Lane', how would you deal with the traffic, noise, potential fire hazard and health impact just to name a few serious concerns?!

The immediate neighbors from Meadowbrook Christian Retirement Village will be forced to listen to the noise; breathe the dust; take risks of workers/people trespassing during a year or two of construction, just to name a few serious concerns.

Upon completion of these 102 units of homes with possibly 400 residents, and more than 200 cars off the street, life of the seniors from the Meadowbrook Village will inevitably be affected more negatively.

To make the project acceptable and fair to the neighborhood, please consider to comply with the following:

1. The builder of the project must widen the street into a 3-lane street with at least one traffic light installed accordingly. Along the west side of N. Iris Lane, where the project is located, the pedestrian sidewalk must be built.
2. For the sake of safety, the exit gate of this project must not be facing against the existing 2nd set of gates of the Meadowbrook Village on North Iris Lane.
3. Before the start of the construction by Hallmark Communities, the builder must first offer to raise the existing street walls of the Meadowbrook Village along N. Iris Lane, and install a clear noise barrier on top of the walls to reduce the construction noise, dust as well as future traffic noise caused by the finished project.

While we support the City growth and agree to the new complex, we truly appreciate your efforts in reducing the hazard for the neighboring citizens. Again, thank you for your consideration and good work.

Sincerely,

Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu, Betty Li

Loshan & Wen Lee

Note to #3, just like building a highway, the noise barriers must be included + built first. Sansan Lum

Ching Lin King Lin Kao

Arthur Wu Amy Rong Zhou Tim-ming Lu

12-1

Letter 12

Mr. & Mrs. Loshan Lee, Anne Chang, Dr. & Mrs. C.H. Wu and Betty Li and others (Letter 2)

12-1 This is an identical letter to the Letter 11, which was also submitted by Mr. & Mrs. Loshan Lee. This letter has additional signatures at the bottom so it is included as a separate comment. Please see responses 11-1 through 11-6 for responses to the comments.

From: Don Lynch <dlynch9081@aol.com>
Sent: Thursday, November 3, 2022 10:27 AM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Iris Condo Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Good morning Mr. Paul:

Please reply to my several comments and questions below:

I am a senior at Meadowbrook Village. This is an amazing place, and we are "all family" here. We have a lot of life ahead and we don't want to be collateral damage because of the very dense project that is proposed. We worry about what the potentially toxic dust raised daily during 8-12 months or more of construction. Though feisty, many of us already are immuno comprised and have lung issues which potentially could be aggravated or deadly to many. What plans for daily water abatement, and high not penetrating dust fencing around the entire project do you have?

} 13-1

Also, how many stories high are these 4-plex, 5-plex, and 6 plex buildings?

} 13-2

Are these 204 garage spaces below ground under the "plexes"?? OR rows of above ground structures???

} 13-3

Are all the units meant to be single family units?

} 13-4

What about overwhelming the already strained power grid and water supplies of our County and State?

} 13-5

And 200 or more cars jamming Iris at least 2X a day. What about potential disaster or evacuation in emergencies like ambulance, fire or earthquake? If population and tax dollars are your goal, why not choose affordable housing nearby and easily accessible to public transportation hubs?

} 13-6

Iris is used extensively by big trucks and commuters using it as a shortcut to I15!! How does the Planning Committee plan to curb and address this issue, now that you will have created an extra 200 car clog daily?

} 13-7

These are not just my concerns, but concerns shared by all our residents at a recent Resident Council meeting this week after your "IMPACT REPORT" was shared with us for the first time, even though this project has been in the works for years!
We realize that bits and pieces have probably been in the newspaper real estate section, but that is far from being shared or open with ALL the local residents, including the almost 300 residents of Meadowbrook Village!
Not only our management, but your Planning Group, share responsibility in this lack of transparency.

} 13-8

As far as we can see, you can scrap this project and give it to one of the competing bidders, which, of course will mean fewer dollars for the City, OR, you can mitigate the density of this

} 13-9

project by 25-30 housing units which will also mean fewer dollars for the City, the proverbial rock and hard place choice. We would like to remind you that the City has always claimed to put its residents, all its present residents, including the elderly, first. Please let your actions and choices reflect that.

} 13-9
Cont.

Thank you kindly for your consideration and we await your answer regarding height of the complexes and above ground or below ground garage spaces?

} 13-10

Don and Sharon Lynch

look forward to your reply about height of the complexes, and if garages are below or above ground!

Sincerely,
Don and Sharon Lynch

Letter 13

Don and Sharon Lynch (Letter 1)

13-1 This comment addresses dust from construction operations. Fugitive dust (PM₁₀ and PM_{2.5}) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM₁₀ emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

13-2 This comment addresses the height of the proposed buildings. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side. The project has incorporated architectural elements and varied rooflines to provide visual interest.

- 13-3 This comment addresses proposed parking. All parking will be at ground level. No parking structures are proposed. The project will provide a total of 231 parking spaces and the project is consistent with the City's parking code. This includes 204 garage spaces associated with the units, which would be pre-wired for electric vehicle (EV) charging stations. An additional 27 guest spaces are included in the project design and include 22 open guest spaces, 2 Americans with Disability Act (ADA) guest spaces and 3 EV spaces.
- 13-4 The comment addresses the unit ownership and occupancy. The project proposes 102 multi-family residential units situated on 7.7 acres. This includes 14 two-bedroom units, 30 three-bedroom units and 58 four-bedroom units. Multi-family residential dwelling units are comprised of one, two, and three-story condominiums. The residential units will be for sale and there will be a Home Owner's Association.
- 13-5 This comment addresses water and power supplies to serve the project. Utilities and Service Systems, including water and electricity were analyzed in Section 3.16 of the Draft EIR. A separate energy analysis was also presented in Section 3.5 of the Draft EIR.

Based upon the analysis presented in Section 3.16.4 and 3.16.5, the project can be adequately served by existing utilities infrastructure and water supplies. The project's water demand can be met by existing water entitlements and the existing water infrastructure is adequate to serve the project. Similarly, based upon the sewer analysis, there is existing capacity in local sewer lines to accommodate the increase in flows associated with the project. Solid waste anticipated to be generated by the project can be accommodated in area landfills. In summary, all utilities and services impacts will be less than significant.

Additionally, the project incorporates water and energy saving features, as detailed in Section 7 of the Draft EIR. These measures include:

- **PD-E-1** The project will install low flow water fixtures in all units.
 - **PD-E-2** All indoor and outdoor lights in the project will be designed to use LED technology.
 - **PD-E-3** The project will utilize ENERGY STAR qualified appliances.
 - **PD-E-4** The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site.
 - **PD-UTIL-1** Compliance with the City's Water Efficient Landscape Ordinance.
 - **CM-UTIL-1** The project applicant will be required to pay Rincon del Diablo Municipal Water District (RDDMWD) Capital Facility Fees for potable water meter installation, as described in RDDMWD Ordinance No. 21-98.21.
- 13-6 This comment addresses emergency response and evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

- 13-7 This comment addresses existing traffic on North Iris Lane. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR. The results of the traffic analysis are included in response 13-6, above.
- 13-8 This comment addresses how the public was informed about the project. Noticing for the project has been conducted in accordance with City Ordinance and with the requirements of the California Environmental Quality Act (CEQA).

The following is a chronology of City activity and noticing activity related to the project:

- June 3, 2020 and November 18, 2020 - The project was on the consent calendar at City Council staff meetings to initiate Annexation and GPA requests.
- July 1, 2021 - An annexation survey was conducted with surrounding County residents via mail.
- July 7, 2021 - A Notice of Preparation and Notice of Scoping Meeting was posted in the Escondido Times-Advocate, posted with County Clerk and State Clearinghouse (<https://ceqanet.opr.ca.gov/Project/2021060702>), and mailed to property owners within a 500-foot radius of the project. The City also did a certified mailing to select responsible/trustee agencies
- July 22, 2021 - The City held an online scoping meeting to provide information on the project and to solicit input on the Draft EIR.
- September 14, 2022 - A Notice of Availability was issued for 45-day public review of the Draft EIR. The Notice was also posted with the Count Clerk and State Clearinghouse (<https://ceqanet.opr.ca.gov/Project/2021060702>). The Notice was published in Escondido Time Advocate and mailed to property owners within a 500-foot radius of the project site. The City also mailed the Notice to select public agencies.
- The project plans and Draft EIR were available for public review on the City's webpage. (<https://www.escondido.org/north-iris-condominiums>)

Additionally, the project site will be posted with Notices for the Planning Commission and City Council hearings. Notices will be mailed to property owners within a 500-foot radius and posted in the Escondido Times-Advocate.

- 13-9 This comment does not raise any environmental topics.

13-10 This comment provides closing remarks. Please see response 13-2 regarding the height of the proposed buildings.

*November 3, 2022
Early P.M. before SPM
deadline*

City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025

Re: To all who approved of this 102 unit condo complex on North Iris with 58, 4 bedroom units, which will likely mean at least 2 cars per unit

What were you thinking? Right across the street is a 25 acre Retirement Village with 200 units and nearly 350 seniors, most of them in their 80's and a goodly number in their 90's. There is also skilled nursing and memory care facilities with even more compromised individuals. 14-1

In your environmental studies you worry about impact on the land and wildlife, but what about compromised human life that cannot easily run or fly away when construction dust, possibly toxic, fills their lungs on a daily basis for 6-8 months while these condos are being built? Of the 7.7 acres designated for the project, only 2.2 acres are open space, so that 200-300 people are going to be crammed into a 5.5 acre living space. 14-2

And, this is not the only consequence of the density of this project. Iris is a narrow 2 lane street with no room for widening. Right now it is crazy busy daily with traffic, including large trucks and long haul vans, who use it as a short cut to the I15 expressway. Now you are going to add 100-200 condo cars on this street daily. Again, what were you thinking??? Not only will there be a constant traffic jam, but also considerable exhaust pollution emissions. Again, a health hazard, especially to the elderly, many of whom already having compromising conditions. I am one of those residents and I can tell you that only a handful are aware of the axe that is about to fall. 14-3

Those affected most will be those whose patios and windows face Iris on three floors in one building and 2 floors in another building. Do you have any plan to protect them from the risk of lung disease? You need to have a plan for them!! Their windows and patios should be sealed off with heavy plastic or something better, so that at least their only sanctuary, their living space, though effectively a jail for 8 months, will at least somewhat protect them from toxic construction dust. 14-4

The people in our Retirement Village are well educated and when numbers are adversely affected, they and their families will not sit idly by and accept it. The door will be open to extensive law suits charging those who rubber stamped the project with malfeasance and will collect for the harm done, which is a waste for the City and will not restore those lost!

Before the final die has been cast, YOU have the power to really think how to mitigate or rescind a situation that is a disaster in the making! I am sure you considered other projects for this area, probably not as lucrative for Escondido, but still worthy of consideration. I moved here from Ramona, and I thought nothing could beat how the people and politics stood for what is good and right. But, a few years ago, while driving on Washington Ave near Centre City, I saw a banner strung across the street which read something like this: "Escondido, a City which cares for ALL of its residents!" And I thought, WOW. Please do your job and make this true again! It does not have to be "All About Money"!! 14-5

Thank you for your consideration! Attached are the names of my neighbors who are also concerned and share the above thoughts! Don M. Lynch & Sharon A. Lynch

MEADOWBROOK VILLAGE NEW APT BLDG.
PATIOS FACING IRIS

- 108 ANN CHANG *Ann Chang*
- 110 RICHARD & ANN RIES *Richard Ries Ann Ries*
- 112 FRANK DE HAAN & MARILOU KRATZENSTEIN
- 114 ROXANA OU *NOT HOME*
- 116 LENORE BARNETT *Lenore Barnett*
- 119 CHUCK & PAT DURKSEN *Chuck & Pat Durksen*
- 121 JACK & AMATA HU *NOT HOME*

- 208 DON & SHARON LYNCH *Don Lynch Sharon Lynch*
- 210 BARBARA WORKMAN *Barbara Workman*
- 212 BERNIE & DEE MARCOTTE *Bernie Marcotte*
- 214 HENRY & PAULINE CARNEGIE *Pauline Carnegie Henry Carnegie*
- 216 NATHANIEL & RUTH ROBINSON *Nathaniel Robinson Ruth Robinson*
- 219 HD & BARBARA BRUMFIELD *HD Brumfield Barbara Brumfield*
- 221 ROY & EDITH TANNER *Edith Tanner*
- 307 Timothy & Judith Tillyer *Judith Tillyer*
- 308 GERALD & ADELIA MARTIN *Adelia Martin Gerald Martin*
- 310 KANG & LOIS LIN *NOT HOME*
- 312 CHARLOTTE NELSON *Charlotte Nelson*
- 314 MARY WARING *Mary Waring*
- 316 GENE BROWN *Gene Brown*
- 319 NADA JOKSIMOVICH *Nada Joksimovich*
- 321 MARLYS USHER *Marlys Usher*

14-6

THE ABOVE SIGNED OBJECT TO THE DENSITY OF THE IRIS PROJECT
& DEMAND TO BE PROTECTED FROM TOXIC DUST & AIR BOURNE DEBRIS
CREATED BY THE CONSTRUCTION

Letter 14

Don and Sharon Lynch (Letter 2)

- 14-1 This comment provides opening remarks and raises concern regarding the project's location. As discussed in Section 5.4.1 of the Draft EIR, pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. There are sites within the city of an approximately equivalent size to the project site that could be redeveloped with a residential project; however, the project applicant does not control another site within the city of comparable land area that is available for development of the proposed project. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." Because the City is highly urbanized and is largely built out, obtaining another site of a similar size in a similar location is not considered feasible. It should also be noted that the project site is surrounded by development and located adjacent to existing transportation and utility infrastructure. As such, an alternative location was ultimately rejected from further analysis in the EIR.
- 14-2 This comment addresses the Draft EIR as it relates to the potential for the project to impact humans. The Draft EIR analyzed over 20 environmental topics, many which related directly to human health/safety and quality of life. These include air quality, greenhouse gas, hazards/hazardous materials, land use, public services and utilities.

Regarding toxic air contaminants, the project included an air quality analysis which was summarized in Section 3.2 of the Draft EIR. The analysis included an analysis of toxic air contaminants. Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 - Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per

million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

14-3 This comment addresses traffic and vehicular emissions. Please see response 14-2 regarding the air toxics analysis and conclusions in the Draft EIR. Regarding traffic, a project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

14-4 This comment requests that balconies at Meadowbrook Village be sealed off to protect residents from toxic air contaminants during construction. As discussed in response 14-2, the air quality modeling for the project did not identify any significant impacts related to air emission from project construction operation. Mitigation of offsite balconies is not required.

14-5 This comment provides closing remarks and does not raise any additional environmental topics.

14-6 This is an attachment to the letter which is signed by approximately 25 residents of Meadowbrook Village requesting mitigation of their balconies during project construction. As discussed in response 14-2, the air quality modeling for the project did not identify any significant impacts related to air emission from project construction operation. Mitigation of offsite balconies is not required.

November 3, 2022

City of Escondido Planning Division Re: 2021060702
201 North Broadway
Escondido, CA 92025-2798

Dear Sirs:

Regarding the proposed North Iris Residential Project, we wish to voice our objections. Our Village is across Iris from the proposed site and the traffic on Iris is currently a problem. We spoke with the Police Chief recently about the speeding. } 15-1

There is an entrance/exit gate on Iris and exiting our property safely is already a problem with Iris being used now as somewhat of a race track and truck bypass to get to Centre City Prkwy and I-15. } 15-2

Adding hundreds more vehicles would make this even worse and a lot less safe. Having read the EIR and the studies made concerning the traffic on Iris, we believe those studies were made at slow times. We have witnessed traffic being backed up from Centre City to our entrance and traffic in the other direction speeding. Both of those incidents endanger our senior community as we enter or exit our property. We are concerned that adding more traffic will increase our risk of injury. } 15-3

Respectively,
Charles and Jean Marinelli
2154 Garden Valley Glen
Escondido, CA 92026

Letter 15

Charles and Jean Marinelli

- 15-1 This comment states the commenters objection to the project and raises concerns regarding speeding on North Iris. Speeding is an enforcement issue and is not related to the proposed project.
- 15-2 This comment discusses speeding on North Iris and the Meadowbrook exit gate. It does not raise any specific environmental topics related to the proposed project.
- 15-3 This comment addresses project-generated traffic and the timing of traffic counts for the project. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR.

As part of the traffic analysis, traffic counts were conducted and cross checked with previous counts to take COVID-19 pandemic traffic patterns into consideration.

Intersection counts were collected in the AM Peak 7:00 AM to 9:00 AM and the PM Peak (4:00 PM to 6:00 PM) at the following locations with count dates noted in parentheses:

- North Iris Lane/Village Road (10/7/2020)
- North Iris Lane/Robin Hill Lane (10/7/2020)
- North Iris Lane/Iris Glen minor leg movements for Meadowbrook Village (8/31/2021)
- Centre City Parkway/Iris Lane (5/3/2018 & 10/7/2020)

The following street segments were also counted over a 24-hour period:

- North Iris Lane from Village Road to Robin Hill Lane (10/7/2020)
- North Iris Lane from Robin Hill Lane to Centre City Parkway (5/3/2018 and 10/7/2020)

Due to the COVID-19 Pandemic, historical year 2018 and current year 2020 counts were reviewed to determine which volumes should be used to represent existing conditions. All year 2020 counts collected above were lower than year 2018 counts as follows. ADTs were 35.7% lower. The intersection of Centre City Parkway/Iris Lane was 92% lower in the AM and 16% lower in the PM. Therefore, the higher year 2018 counts were used to represent existing conditions for the following locations:

- Intersection of Centre City Parkway/Iris Lane (2018 data used), and
- Segment of North Iris Lane from Robin Hill Lane to Centre City Parkway (2018 data used).

For the locations that did not have historical year 2018 counts available, a growth factor was applied to year 2020 counts to represent existing conditions. The growth factor was calculated by taking the reduction between year 2020 and year 2018 counts on the segment of North Iris Lane between Robin Hill Lane and Centre City Parkway. This segment had a 35.7% reduction

in traffic volume. Therefore, a growth factor of 35.7% was applied to the following locations to represent existing conditions:

- Intersection of North Iris Lane/Village Road (2020 data factored up by 35.7%),
- Intersection of North Iris Lane/Robin Hill Lane (2020 data factored up by 35.7%), and
- Segment of North Iris Lane from Village Road to Robin Hill Lane (2020 data factored up by 35.7%).

The turn moves entering and exiting Meadowbrook Village at North Iris Lane/Iris Glen (minor leg movements) were counted on 8/31/21. These 8/31/21 turn moves were compared against the forecast turn moves in the Meadowbrook Village Transportation Impact Analysis (TIA). The higher volumes from the TIA were used for existing conditions.

As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.

Jim & Carole Moran
2081 Garden Valley Glen #301
Escondido, CA 92026
November 2, 2022

Jay Paul, Senior Planner
City of Escondido Planning Division
201 North Broadway
Escondido, CA 92026-2798

RE:: North Iris Residential Project (SCH #2021060702)

Dear Mr. Paul,

We are residents of Meadowbrook Village who are not opposed to development of housing. Clearly, we ourselves are the beneficiaries of the wisdom of prior planning that permitted the development of our senior community, amidst objections from surrounding neighbors. That said, we would like to express our concerns over the following issues:

} 16-1

1-The density of the proposed development, 13.2 units/acre, while within the limits of 18 du/acre for the area to meet GP allowance for Urban development of 18 du/acre ignores the chiefly residential character of the surrounding developments. Our neighborhoods are not urban, but suburban. Just because the limits of the law permit 13.2 du/acre, does not mean that the esthetic of the surrounding neighborhoods will not be heavily damaged. We urge you to reduce the number of units per acre to no more than 9 units/acre.

} 16-2

2-With the current proposal of 58 four-bedroom units, you have a potential for 3-4 cars per unit, extending the need for additional parking within the proposed development for resident parking. Are the proposed parking spaces in an underground garage, allowing for side-by-side parking? If not, what will the height limits of the development be to accommodate parking at street level? Our experience has been that end-to-end parking will force owners to park multiple cars on the street within the development, as well as on the street in surrounding neighborhoods.

} 16-3

3-North Iris Lane is already a heavily traveled road, with a posted speed limit of 35/mph which is routinely ignored, to the profound disadvantage of any driver executing a turn across the oncoming traffic lane. Further, N. Iris floods with even modest amounts of rain, is very narrow and twists on the approach to Centre City Parkway, making it a sub-standard street with poor visibility. Currently, during week-day peak hours morning and afternoon, N. Iris Lane has traffic backed up from Centre City Parkway to Iris Glen, the street opposite the proposed exit site of this new development. Sidewalks will not mitigate the enormous increase in car traffic exiting the proposed development with a right turn onto N. Iris Lane.

} 16-4

4-What are the proposed building heights and setbacks for the development? We chose Escondido because it is a big town that has managed not to resemble the the high-density, high-rise downtown feeling of San Diego.

} 16-5

We urge the Planning Division and City Council to forego some of the increase to the City coffers from Property Taxes provided by this development by reducing the density of this project, thus keeping drivers safer and honoring both current neighborhood esthetics as well as the need for housing.

} 16-6

Sincerely,

205-296-8544
Carole Moran
Jim Moran

Letter 16

Carole and Jim Moran

16-1 This comment provides opening remarks and notes the commenters opposition to the project.

16-2 This comment addresses the proposed density of the project. The project site is currently within unincorporated San Diego County but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3 du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The actual density proposed by the project is 14.6 du/acre. The project is proposing less density than if the project was developed under the County's designation.

The project, as designed, meets all City development standards and will provide community benefits including road widening on North Iris Lane and installation of sidewalks on the project frontage with North Iris Lane and Robin Hill Lane. The project will pay all applicable developer and school fees.

Section 5.0 (Alternatives) of the Draft EIR analyzed several project alternatives, including two scenarios where the development intensity would be reduced. The reduced alternatives do not fully meet all of the project objectives.

16-3 This comment addresses proposed parking. All parking will be at ground level. No parking structures are proposed. The project will provide a total of 231 parking spaces and is consistent with the City's parking code. This includes 204 garage spaces associated with the units, which would be pre-wired for electric vehicle (EV) charging stations. An additional 27 guest spaces are included in the project design and include 22 open guest spaces, 2 Americans with Disability Act (ADA) guest spaces and 3 EV spaces. Parking will be permitted along the project frontage on North Iris Lane, and the final number of spaces would be determined during final engineering design. No parking will be permitted along the project frontage with Robin Hill Lane.

16-4 This comment addresses existing condition on North Iris Lane. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

The project will also install curb and gutter along the project frontage on North Iris Lane which will help with directing stormwater.

- 16-5 This comment addresses the height of the proposed buildings. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side. The project has incorporated architectural elements and varied rooflines to provide visual interest.
- 16-6 This comment requests a reduced density project be considered. Please see response 16-2.



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

**NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)**

City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022


Jay Paul
Senior Planner

Concerns:

- 1. High Density for the size of property? Many Units
- 2. Traffic addition on Iris + area?
 - *Some times difficult to exit Meadowbrook Gate on Iris - Traffic coming + going.

} 17-1
} 17-2

Byron H. Monill
Resident of Meadowbrook Sierras
132 F. Maria Glen

Letter 17

Byron Morrill

17-1 This comment addresses the proposed density of the project. The project site is bounded by Robin Hill Lane on the north with attached single family residential uses north of Robin Hill Lane that are in the City's jurisdiction and are zoned Planned Development – Residential (PDR) with an Urban 1 land use. To the west, the site is bounded by Robin Hill Lane and parcels within the County's jurisdiction that are developed with single family residences. Those parcels have a General Plan Designation of Village Residential VR-24 and are zoned RS – Single Family. To the south, the site is bounded by single family residences in the City that are zoned R-1. To the east, the site is bounded by North Iris Lane with the three-story Meadowbrook Village care facility (a mix of semi-independent and congregate care units) zoned R-1. To the south and southeast of the project site is single family residential zoned R-1 in the City.

The project has been designed to provide a transition from the three-story Meadowbrook Village care facility to the less dense single family and duplexes in the project vicinity. The project includes a mix of two-, and three-story buildings with a maximum height of 37 feet. Of the 102 units that are proposed for the project, 32 will be three-story units. These units are at the center of the buildings and represent the highest points of the buildings with lower elevations flanking on each side.

The project's architectural design will break up the appearance of the project through the design of the buildings and the use of architectural enhancements. The project would have a Traditional Farmhouse architectural style. Proposed materials include wood, stucco, siding with decorative trims. The proposed landscape plan includes a mix of trees, shrubs, grasses and groundcover. The intent of the landscape plan is to provide plant material that accent and frame the architecture and enhances the pedestrian scale of the project. The project would plant approximately 171 trees internal to the project plus additional street trees along the project frontages with North Iris Lane and Robin Hill Lane. The project meets or exceeds the City's setback requirements which allows for physical distance and landscaping between proposed buildings and adjacent residences and sidewalks.

The project site is currently within San Diego County's jurisdiction but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3 du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The project is proposing less density than if the project was developed under the County's designation.

Once approved, the project will be consistent with the General Plan as the proposed project includes a General Plan Amendment (GPA) from Suburban to Urban III (up to 18 du/acre). According to Figure II-6 of the Land Use Element of the City's General Plan (Page II-21), Urban III is a medium density multi-family residential designation that would "accommodate a wide range of housing types and generally applies to transitional areas that exist between single family neighborhoods and higher density residential and commercial areas. This designation allows for a maximum density of 18 du/ac, minimum density of 12.6 du/acre, building height of 2-4 stories and street designs that support pedestrian and bicycle use along with vehicular circulation" (City of Escondido 2012a).

This GPA would allow for development of the proposed project including 102 multi-family residential units and common and private open space on 7.7 acres in an urbanized area of the city with existing residential uses to the north, south, and west of the project site. The project's proposed density is 14.6.

17-2 This comment addresses project-related traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Kathryn Nelson
2067 Bellflower Glen
Escondido, CA 92026
kathryn.nelson1022@gmail.com
(760) 975-3867 Cell (760) 500-5764

November 1, 2022

Jay Paul, Senior Planner
City of Escondido Planning Division

Dear Mr. Paul,

As a twelve-year resident of the Meadowbrook Retirement Community, I would be a close neighbor to the North Iris Condo complex which is in the Environmental Impact Planning stage.

18-1

As the plan continues to evolve, please take into account addressing the following:

- In the interest of safety, install some sort of traffic control at the exits and entrance of the new community.
- Seriously consider decreasing the density of the housing to allow for better control of traffic.
- Improve Iris Road to better accommodate increased traffic
- Develop an intensive evacuation plan.
- Ensure that adequate emergency services are provided to cover the needs of the new community and the existing surrounding communities, especially Meadowbrook.

18-2

18-3

18-4

18-5

18-6

Your attention to resolving these items is appreciated.

Sincerely,
Kathryn Nelson

Letter 18

Kathryn Nelson

- 18-1 This comment provides opening remarks and does not raise any specific environmental topics.
- 18-2 This comment requests traffic control at the entrance and exists of the project. The project will have a full access entrance on Robin Hill Lane and an exit-only driveway on North Iris Drive. Based upon the traffic study prepared for the project (LOS 2022) a signal would not be required at either of the project access points. Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

- 18-3 This comment addresses the proposed density of the project. This comment addresses the size and location of the proposed project. The project site is currently within unincorporated San Diego County but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3. du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The actual density proposed by the project is 14.6 du/acre. The project is proposing less density than if the project was developed under the County's designation.

The project, as designed, meets all City development standards and will provide community benefits including road widening on North Iris Lane and installation of sidewalks on the project frontage with North Iris Lane and Robin Hill Lane. The project will pay all applicable developer and school fees.

Section 5.0 (Alternatives) of the Draft EIR analyzed several project alternatives, including two scenarios where the development intensity would be reduced. The reduced alternatives do not fully meet all of the project objectives.

- 18-4 This comment addresses improvements on North Iris Lane. As part of the project, the following transportation network improvements will be constructed:
- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
 - Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
 - Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

- 18-5 The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the

FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

- 18-6 This comment addresses the provision of emergency services to serve the project and existing surrounding communities. Please see response 18-5.

November 2, 2022

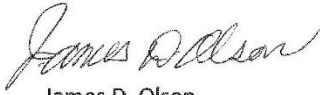
City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025-2798

Attention: Jay Paul

We are residents of Meadowbrook Retirement Center at 100 Holland Glen, Escondido, Ca 92026.

We are very concerned about the safety of exiting our campus onto North Iris Lane. It is already dangerous with the speeding traffic coming from two directions. We would appreciate some traffic control to reduce the danger of exiting our campus.

Thank you for your consideration.



James D. Olson



Rosalie J. Olson

} 19-1

Letter 19

James and Rosalie Olson

19-1 This comment addresses traffic and requests that traffic control be installed on North Iris Lane at the Meadowbrook exit.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

11-3-22

Mr. Jay Paul, Senior Planner
Planning Division
City of Escondido
201 N. Broadway
Escondido, CA 92025-3798

Re: Draft Environmental Impact Report; Case # PHG-20-0032

Dear Mr. Paul:

I wish to express some concerns that my wife, Sue, and I have regarding the above-referenced case:

① Why wasn't this notice mailed out to residents that reside within 1/4 mile or so of the proposed residential project. Publishing ⁱⁿ a local newspaper is an inexpensive cost-out since very few people today take the time to read and review the massive number of items published regularly in any newspaper. Meadowbrook Village presently has 225-250 residents over the age of 60 and most of them were completely unaware of this project until very recently.

20-1

② With 57,500 cubic yards involved in your grading activities, dust and dirt will soon become our "constant companions" over the next 1-2 years... especially if you reside next to North Iris Lane. This is compounded by the fact that our daily breeze/wind flows from West to East. The "bottom line" for us is that this is going to be a noisy and dirty nightmare for us.

20-2

③ Traffic on North Iris Lane is already terrible and soon will be worse. It is the most dangerous early in the morning and early in the evening with massive commuter traffic and very little law enforcement, if any, provided by the Escondido Police Department. They are very remiss in that regard. Traffic congestion coming South on North Iris Lane each morning to access Santa City Parkway compromises emergency services in a timely manner. Our regular mail delivery person, "Yvonne", says that during the past couple of years she has narrowly avoided 2-3 potential accidents. Excessive speed on all of our roads these days puts all of us at risk. Traffic enforcement is minimal by all branches -- including the Escondido Police Department.

20-3

④ Traffic signals should be required and installed at both entrances and exits at Meadowbrook Village. Entering in and out of our community is an accident waiting to happen. As is often the case, sadly, once someone is killed, action will be taken. Let's not wait for that to occur.

20-4

Mr. Paul, THANK YOU for considering our concerns!

Sincerely, Brad + Sue Quick



Residence: 1-442-277-4526

Cell: 1-760-271-5754

Letter 20

Brad and Sue Quick

20-1 This comment addresses how the public was informed about the project. Noticing for the project has been conducted in accordance with City Ordinance and with the requirements of the California Environmental Quality Act (CEQA).

The following is a chronology of City activity and noticing activity related to the project:

- June 3, 2020 and November 18, 2020 - The project was on the consent calendar at City Council staff meetings to initiate Annexation and GPA requests.
- July 1, 2021 - An annexation survey was conducted with surrounding County residents via mail.
- July 7, 2021 - A Notice of Preparation and Notice of Scoping Meeting was posted in the Escondido Times-Advocate, posted with County Clerk and State Clearinghouse (<https://ceqanet.opr.ca.gov/Project/2021060702>), and mailed to property owners within a 500-foot radius of the project. The City also did a certified mailing to select responsible/trustee agencies
- July 22, 2021 – The City held an online scoping meeting to provide information on the project and to solicit input on the Draft EIR.
- September 14, 2022 - A Notice of Availability was issued for 45-day public review of the Draft EIR. The Notice was also posted with the Count Clerk and State Clearinghouse (<https://ceqanet.opr.ca.gov/Project/2021060702>). The Notice was published in Escondido Time Advocate and mailed to property owners within a 500-foot radius of the project site. The City also mailed the Notice to select public agencies.
- The project plans and Draft EIR were available for public review on the City's webpage. (<https://www.escondido.org/north-iris-condominiums>)

Additionally, the project site will be posted with Notices for the Planning Commission and City Council hearings. Notices will be mailed to property owners within a 500-foot radius and posted in the Escondido Times-Advocate.

20-2 This comment addresses construction-related dust and noise. An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.

- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

20-3 This comment addresses traffic and current speeding on North Iris Lane. Speeding is an enforcement issue and not associated with the project. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

20-4 This comment requests a traffic signal be installed on North Iris Lane. Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control

Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)
City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022



Jay Paul
Senior Planner

To Mr. Jay Paul:

As a concerned resident within the affected area, I strongly object to the proposed Iris Street Condominium Project.

- 1. The Project and the land should not be annexed into the city. The Project would be a net drain on already slim city coffers. Strained city personnel resources may need to be augmented at significant cost. } 21-1
- 2. The incessant noise and attendant dust/air pollution during excavation and erection of this project will be intolerable for the large population of aged and infirm already in residence in the neighborhood. } 21-2
- 3. The momentous escalation in traffic in the neighborhood will increase air pollution, noise pollution and impact safe thoroughfare during emergencies. } 21-3
- 4. The previously stated goal of the City was to build this type of housing at or near existing transit centers to mitigate environmental impact from increased emissions. } 21-4

Please reject this project.


Margaret Reschly

Letter 21

Margaret Reschly

21-1 This comment addresses the proposed annexation. The project site is located within the City's Sphere of Influence. Escondido's Sphere of Influence is a plan identifying the ultimate physical boundaries of the community and is approved by the Local Agency Formation Commission (LAFCO), a state agency established to discourage urban sprawl and encourage the orderly formation and development of communities. Territory must be within a city's Sphere of Influence in order for it to be annexed.

The project would pay all applicable developer fees and will also make fair share contributions towards roadway improvements. The project will also fund pedestrian safety improvements at five intersections. Based upon the analysis in Sections 3.13 (Public Services) and 3.16 (Utilities and Service Systems) of the Draft EIR, there are adequate services available to serve the project.

21-2 This comment addresses construction-related dust and noise. An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

- 21-3 This comment addresses traffic related noise, air quality and also emergency response. Please see response 21-2 for operational noise and air quality analysis in the Draft EIR. Regarding emergency response, Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

- 21-4 This comment addresses the project's proposed location and adjacency to transit. The closest bus stops are 0.25 mile (approximately 1,500 feet away) from the project site. As part of the project, the applicant will install sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 ft). The sidewalk to be constructed on the westside of North Iris Lane along the project frontage will complete a missing section improving pedestrian network connectivity for the neighborhood.

As discussed in Section 5.4.1 of the Draft EIR, pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. There are sites within the city of an approximately equivalent size to the project site that could be redeveloped with a residential project; however, the project applicant does not control another site within the city of comparable land area that is available for development of the proposed project. One of the factors for feasibility of an alternative is "whether the proponent can

reasonably acquire, control or otherwise have access to the alternative site.” Because the City is highly urbanized and is largely built out, obtaining another site of a similar size in a similar location is not considered feasible. It should also be noted that the project site is surrounded by development and located adjacent to existing transportation and utility infrastructure. As such, an alternative location was ultimately rejected from further analysis in the EIR.

Dr. Henry L. Richter
2170 Garden Valley Glen
Escondido, CA 92026

November 1, 2022

City of Escondido Planning Division
201 North Broadway
Escondido, CA 92025-2798

Re: 2021060702

Dear Sirs:

Concerning the proposed North Iris Residential Project, I wish to voice an objection. Our Village is across Iris from the proposed site and the traffic on Iris is now a problem.

22-1

We have an entrance/gate on Iris and exiting our property safely is already a problem. Iris is now somewhat of a race track; we have met with the Chief of Police about stepping up enforcement. It is now used by many trucks heading for I-15.

I have read the EIR, particularly section 3.15.1.4 concerning traffic on Iris and see that studies were made. But they must have been at slow times. We sometimes have 15-20 cars in a row on Iris, making exiting our property difficult. One of my neighbors saw traffic backed up on Iris all the way (3 blocks) from Centre City Parkway to our entrance.

22-2

Adding more vehicles would be a problem. Maybe we need a traffic signal at our exit? At any rate adding more residence units and traffic is a real concern.

22-3

Cordially

Henry L. Richter



Letter 22

Dr. Henry Richter

22-1 This comment provides opening remarks and notes the commenters objection to the project. This comment also addresses existing traffic on North Iris Lane. Speeding is an enforcement issue and not associated with the project.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

22-2 This comment addresses the baseline assumptions and traffic counts for the project. As part of the traffic analysis, traffic counts were conducted and cross checked with previous counts to take COVID-19 pandemic traffic patterns into consideration.

Intersection counts were collected in the AM Peak 7:00 AM to 9:00 AM and the PM Peak (4:00 PM to 6:00 PM) at the following locations with count dates noted in parentheses:

- North Iris Lane/Village Road (10/7/2020)
- North Iris Lane/Robin Hill Lane (10/7/2020)
- North Iris Lane/Iris Glen minor leg movements for Meadowbrook Village (8/31/2021)
- Centre City Parkway/Iris Lane (5/3/2018 & 10/7/2020)

The following street segments were also counted over a 24-hour period:

- North Iris Lane from Village Road to Robin Hill Lane (10/7/2020)
- North Iris Lane from Robin Hill Lane to Centre City Parkway (5/3/2018 and 10/7/2020)

Due to the COVID-19 Pandemic, historical year 2018 and current year 2020 counts were reviewed to determine which volumes should be used to represent existing conditions. All year 2020 counts collected above were lower than year 2018 counts as follows. ADTs were 35.7% lower. The intersection of Centre City Parkway/Iris Lane was 92% lower in the AM and 16% lower in the PM. Therefore, the higher year 2018 counts were used to represent existing conditions for the following locations:

- Intersection of Centre City Parkway/Iris Lane (2018 data used), and
- Segment of North Iris Lane from Robin Hill Lane to Centre City Parkway (2018 data used).

For the locations that did not have historical year 2018 counts available, a growth factor was applied to year 2020 counts to represent existing conditions. The growth factor was calculated by taking the reduction between year 2020 and year 2018 counts on the segment of North Iris Lane between Robin Hill Lane and Centre City Parkway. This segment had a 35.7% reduction in traffic volume. Therefore, a growth factor of 35.7% was applied to the following locations to represent existing conditions:

- Intersection of North Iris Lane/Village Road (2020 data factored up by 35.7%),
- Intersection of North Iris Lane/Robin Hill Lane (2020 data factored up by 35.7%), and
- Segment of North Iris Lane from Village Road to Robin Hill Lane (2020 data factored up by 35.7%).

The turn moves entering and exiting Meadowbrook Village at North Iris Lane/Iris Glen (minor leg movements) were counted on 8/31/21. These 8/31/21 turn moves were compared against the forecast turn moves in the Meadowbrook Village Transportation Impact Analysis (TIA). The higher volumes from the TIA were used for existing conditions.

- 22-3 This comment requests construction of a traffic signal on North Iris Lane. Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

From: Teresa Schaaaj <tschaaaj@ix.netcom.com>
Sent: Wednesday, November 2, 2022 7:50 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] North Iris Condominiums

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Dear Jay,

I wanted to express my concern about the North Iris Condominiums. I live on Boleroridge Place and North Iris. In looking at the plans for this project, I am concerned that the additional vehicle traffic will not be sufficiently mitigated by the efforts that are proposed in the Draft EIR. I don't think that the highly visible crosswalks will have the anticipated result—more pedestrian traffic. I can only imagine there will be more vehicle traffic on Country Club Lane. In the 12 years that we have lived here, there have been five fatalities caused by car accidents in the vicinity of Country Club Lane and North Broadway. The additional vehicle traffic from this new community will bring an increased potential for more accidents.

I would like to suggest that a roundabout be considered for the intersection of Country Club Lane and North Iris. This would slow down traffic, without completely stopping the flow.

I would appreciate any feedback you have about this, and am grateful for your time and consideration.

Sincerely,

Teresa Schaaaj

23-1

Letter 23

Teresa Schaij

23-1 This comment addresses project traffic and proposed pedestrian improvements proposed as part of the project mitigation.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

The pedestrian enhancements are detailed in Table 3.15-17 of the Draft EIR and are proposed to reduce vehicle miles traveled (VMT) impacts identified for the project. The improvements are proposed at the following intersections:

- Centre City Parkway at Iris Lake
- El Norte at South Iris Lane
- Broadway at Vista Avenue
- El Norte at Mountain View
- Country Club at Broadway

This comment also requests a roundabout be constructed at Country Club and North Iris. The intersection of County Club and North Iris was not analyzed in the project traffic study because the project would not contribute enough peak hour trips to require analysis of the intersection. ADT thresholds are detailed in Table 3 of the *City's Transportation Impact Analysis Guidelines*.



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)
City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022


Jay Paul
Senior Planner

The planned condominiums for this proposed project are going to negatively impact our neighborhood.
The amount of vehicles on IRIS lane already make it dangerous. DRIVERS ARE speeding through this area already.
There are 3 schools close by on north Broadway. Actually 4 w/ the private christian school. Most all of the parents pick up their kids and they park on Rincon and Broadway making it dangerous. They travel to and from these schools on IRIS lane. There are already too many cars. What happened to kids taking a bus?
What about our water shortage?
If there was a fire where would we be with all these cars?

24-1

24-2

24-3

CARLIE SCOTT

PLEASE RECONSIDER THIS PROJECT

Letter 24

Cathie Scott

24-1 This comment addresses existing traffic conditions on North Iris Lane and project-generated traffic. Speeding is an enforcement issue and is not associated with the proposed project. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

24-2 This comment addresses water supply for the project. Utilities and Service Systems, including water and electricity were analyzed in Section 3.16 of the Draft EIR. A separate energy analysis was also presented in Section 3.5 of the Draft EIR.

Based upon the analysis presented in Section 3.16.4 and 3.16.5, the project can be adequately served by existing utilities infrastructure and water supplies. The project's water demand can be met by existing water entitlements and the existing water infrastructure is adequate to serve the project.

Additionally, the project incorporates water and energy saving features, as detailed in Section 7 of the Draft EIR. These measures include:

- **PD-E-1** The project will install low flow water fixtures in all units.
- **PD-E-2** All indoor and outdoor lights in the project will be designed to use LED technology.
- **PD-E-3** The project will utilize ENERGY STAR qualified appliances.
- **PD-E-4** The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site.
- **PD-UTIL-1** Compliance with the City's Water Efficient Landscape Ordinance.
- **CM-UTIL-1** The project applicant will be required to pay Rincon del Diablo Municipal Water District (RDDMWD) Capital Facility Fees for potable water meter installation, as described in RDDMWD Ordinance No. 21-98.21.

- 24-3 This comment addresses emergency response and evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane. The proposed project would not impact any roadway or staging areas that are identified in any emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

-----Original Message-----

From: Judy Anderson <judysdesk4u@yahoo.com>
Sent: Wednesday, November 2, 2022 12:41 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Case no.PHG 20-0032

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Dear Mr. Paul:

I'm a resident of the Meadowbrook Community located on Iris by the proposed referenced residential project.

It is very shocking to see that the density has been changed from suburban to urban. The traffic for such a project is going to create a problem. Work and school traffic is already a problem for Meadowbrook to exit onto Iris.

As I understand, the new development will exit onto Iris also. Can that be changed to have them exit off their entrance before someone is seriously injured? The drivers here are all seniors and some very senior!

So much land encircles Escondido, why is it necessary to squeeze all these condos together here in a quiet neighborhood?

Our village is concerned about your plans and hopefully you can address them.

Respectfully,
Judy Selck
2015 Garden Valley Glen
Escondido, CA 92026

Sent from my iPhone

} 25-1

} 25-2

Letter 25

Judy Selck

25-1 This comment addresses existing traffic on North Iris Lane and proposed project traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

This comment also requests that the project only exit and enter through the project's main entrance on Robin Hill Lane. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. Full access is not proposed at the North Iris project driveway. This second access point would be a 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane.

25-2 This comment addresses the proposed location of the project. As discussed in Section 5.4.1 of the Draft EIR, pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. There are sites within the city of an approximately equivalent size to the project site that could be redeveloped with a residential project; however, the project applicant does not control another site within the city of comparable land area that is available for development of the proposed project. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." Because the City is highly urbanized and is largely built out, obtaining another site of a similar size in a similar location is not considered feasible. It should also be noted that the project site is surrounded by development and located adjacent to existing transportation and utility infrastructure. As such, an alternative location was ultimately rejected from further analysis in the EIR.



CITY OF ESCONDIDO
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IMPACT ISSUES OF Iris Street Condo project

- 200 more cars on Iris daily will mean disaster in case of fire and health emergencies } 26-1
- If approved steps need to be taken to mitigate toxic dust from construction affecting elderly, already compromised residents (over 200) in Meadowbrook Retirement Village across the street. Most residents are in their 80's and 90's and there is also a skilled nursing and memory care facility at Meadowbrook } 26-2
- Planning needs to also address the traffic effects of cars and industrial vehicles from North Escondido and elsewhere from using Iris as a shortcut to the I 15 expressway. } 26-3

ALSO IRIS ST. NARROWS BY 10' AT THE HORSE CORRAL ALREADY CAUSING A BOTTLE NECK. MY APARTMENT IS 40' FROM IRIS AND THE PRESENT TRAFFIC NOISE IS DISTURBING. ANOTHER 200+ VEHICLES WOULD MAKE THE NOISE UNHEARABLE. } 26-4

RESPECTFULLY
Seymour

Seymour
100 Holland Glen #121
Escondido, CA 92026

Letter 26

Dennis Seymour

26-1 This comment addresses emergency response. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido

Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

26-2 This comment addresses construction related dust.

An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

- 26-3 This comment discusses existing traffic on North Iris Lane including cut-through traffic. This topic is not specifically related to the project. A traffic study was prepared for the project (LOS 2022) and no level of service impacts were identified. Vehicle miles traveled (VMT) impacts were identified and implementation of mitigation measures MM-TR-1a and MM-TR-1b will reduce the impact to below a level of service.
- 26-4 A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

-----Original Message-----

From: Jan Steiner <janith99@gmail.com>
Sent: Wednesday, September 28, 2022 1:12 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Iris lane project

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

[You don't often get email from janith99@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please reconsider building 120 units on North Iris Lane and do not build there. It is already a traffic mess and adding 120+ vehicles will just complicate matters.

Respectfully,
Jan Steiner
Blueridge Place
Escondido
Sent from my iPhone

} 27-1

Letter 27

Jan Steiner

27-1 This comment expresses opposition to the project. It should be noted the project proposes 102 units, not 120 units as noted in the comment. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance. Finally, if the project site was developed under the County's General Plan Land Use for the site, trip generation would be 23% greater than what would be realized by the project.



Mr. Jay Paul
Senior Planner
The City of Escondido



Dear Sir,

I am writing as a concerned resident of Escondido concerning Case No PHG 20-0032 which is the 102-unit multi-family residential/condominium project proposed for the west side of N. Iris Lane, south of Robin Hill Lane, north and east of Centre City Parkway.

28-1

I want to voice my concern for the traffic danger and congestion that will be experienced by our 250 residents in Meadowbrook Retirement Village who already take their lives into their hands in trying to turn from Iris Glen unto N. Iris Lane. The traffic is so fast and thick (often in the morning the backup of vehicles stretches from Centre City Parkway down to Iris Glen) making it very dangerous for us to enter N. Iris Lane. This will be doubly true for emergency vehicles to enter and exit from our complex. With 102-units proposed with 204 garage spaces and 27 guest spaces planned to also exit at Iris Glen we will definitely need a crossing light to avoid many tragic accidents at that intersection. Please let me know of the plans to install a stop/go light at this intersection.

28-2

Thank you for your response.

Sincerely yours,

Wesley C. Swanson

cc. City Council

Letter 28

Wesley Swanson

28-1 This comment provides opening remarks and expresses concern about the proposed project.

28-2 This comment addresses traffic and requests a signal be installed on North Iris Lane. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

From: Linda Tan <linda23tan@gmail.com>
Sent: Thursday, November 3, 2022 4:24 PM
To: Jay Paul <jpaul@escondido.org>
Subject: [EXT] Case No. PHG 20-0032

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Dear Mr. Paul,

As your studies must have shown, Meadowbrook is directly across N Iris Lane from your proposed site for 102 units of condominiums along with 231 parking spaces. As residents here, here are our concerns:

-N Iris Lanes has only 2 lanes. It is heavily used, as is, so the traffic will greatly increase which will result in more noise and dust. This is an elderly retirement community. We are challenged by the present conditions. With so many additional cars, I believe the road and conditions will negatively impact our safety and health.

29-1

-During construction- which I have no doubt will take months, if not years, to complete- the dust is a real problem for those of us with respiratory problems. Our unit directory faces the wall which is just on the side of N Iris Lane across the road. I have adult onset asthma and am so allergic to dust I swell if I touch dirty dust with my fingers. My lungs are already compromised. Breathing that much dust will trigger attacks my health cannot tolerate. There are many residents here with this and other respiratory issues as well.

29-2

-Elderly people often don't sleep well at night. I read that construction starts at 7am so that would be hard.

Your property development will effect the health of many here who's homes run along N Iris Ln. Also, I wonder about the added burden on the infrastructure and services for other citizens in Escondido that are already stressed.

29-3

May I suggest that you kindly consider scaling back this massive construction in consideration for those most vulnerable in Escondido's demographics.

Thank you!
Sincerely,
KK and Linda Tan

Letter 29

Linda Tan

29-1 This comment provides opening remarks and notes the commenters concern with an increase in traffic and associated noise.

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

29-2 This comment addresses construction related dust.

An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

Fugitive dust (PM10 and PM2.5) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM10 emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

- 29-3 This comment suggests scaling back the project. The project site is currently within unincorporated San Diego County but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3 du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The actual density proposed by the project is 14.6 du/acre. The project is proposing less density than if the project was developed under the County's designation.

The project, as designed, meets all City development standards and will provide community benefits including road widening on North Iris Lane and installation of sidewalks on the project

frontage with North Iris Lane and Robin Hill Lane. The project will pay all applicable developer and school fees.

Section 5.0 (Alternatives) of the Draft EIR analyzed several project alternatives, including two scenarios where the development intensity would be reduced. The reduced alternatives do not fully meet all of the project objectives.

11/2/22

IMPACT ISSUES OF Iris Street Condo project

- 200 more cars on Iris daily will mean disaster in case of fire and health emergencies
- If approved steps need to be taken to mitigate toxic dust from construction affecting elderly, already compromised residents (over 200) in Meadowbrook Retirement Village across the street. Most residents are in their 80's and 90's and there is also a skilled nursing and memory care facility at Meadowbrook
- Planning needs to also address the traffic effects of cars and industrial vehicles from North Escondido and elsewhere from using Iris as a shortcut to the I 15 expressway.

} 30-1
} 30-2
} 30-3

*Wanda Tautlinger
100 Holland Glen, #123
Escondido CA 92026*

Letter 30

Wanda Tatlinger

30-1 This comment addresses emergency response. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis. A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido

Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

30-2 This comment addresses construction related dust. An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

Fugitive dust (PM₁₀ and PM_{2.5}) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM₁₀ emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

- 30-3 This comment discusses existing traffic on North Iris Lane including cut-through traffic. This topic is not specifically related to the project. A traffic study was prepared for the project (LOS 2022) and all traffic impacts will be mitigated to below a level of significance. Please see response 30-1 for a summary of the traffic report conclusions.

November 3, 2022

Re: Scoping for EIR, Case# PHG-20-0032

TO: Jay Paul
Senior Planner

Dear Mr. Paul:

I am writing as a concerned resident (since 2013) of Meadowbrook Village regarding the above project.

31-1

My major concerns are:

1. SAFETY: Higher volume traffic will create a need for better traffic control (stop light?) and speed control.

31-2

- Entering + exiting Meadowbrook on N. Iris will be even more hazardous!

2. NOISE: This project will definitely increase noise levels.

31-3

I hope you will consider my voice and points made.

Sincerely,

Alice Thomas

Alice Thomas
2020 Garden Valley Glen
Escondido, CA 92026

Letter 31

Alice Thomas

31-1 This comment provides opening remarks and does not raise any specific environmental issues.

31-2 This comment address traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Construction of a traffic signal requires satisfying signal warrants in the California Manual on Uniform Traffic Control Devices. The intersection of North Iris/Iris Glen does not have sufficient traffic on the minor legs (either Meadowbrook Village or the project egress) to warrant a traffic signal. As documented in the traffic study prepared for the project (LOS 2022) the egress movement at Meadowbrook Village is at LOS C or better (acceptable LOS standard).

31-3 This comment addresses noise. A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.



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**NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)**

City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022

J Paul

Jay Paul
Senior Planner

News of a new housing complex to be built on N. Iris is very disturbing to me as a resident of Meadowbrook. In my thinking it is a dangerous prospect and a project that should not be attempted. Your project is a danger waiting to happen considering traffic, noise, pollution and how unsafe the volume will be for our older population at Meadowbrook. What is proposed for the property across can only make one person happy - and that is the owner of the property.!!

32-1

32-2

32-3

Ernie Walker

Letter 32

Ernie Walker

32-1 This comment provides introductory remarks and notes the commenters opposition to the project.

32-2 This comment addresses traffic, noise and pollution.

Traffic

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Noise

A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise (including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

Air Quality

An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

Fugitive dust (PM₁₀ and PM_{2.5}) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM₁₀ emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of

maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

32-3 This comment provides closing remarks.



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NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH IRIS
RESIDENTIAL PROJECT (SCH #2021060702)

City File Nos. PHG20-0032, PL21-0126, PL21-0127, PL21-0128, PL20-0738, PL20-0739

<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022



Jay Paul
Senior Planner

There is simply not enough room in the neighborhood for ALL these VEHICLES and PEOPLE. Traffic would SERIOUSLY affect the quality of living in this area. If there was a disaster and RESIDENTS needed to leave they would have trouble getting on Iris lane. It is already used for short cuts to I-15 and to center city Pkwy. Please reconsider this project. IRIS LANE is also used by parents of the 4 schools close by on Broadway North.

33-1

James L Ward

Letter 33

Jane Ward

33-1 This comment addresses project traffic. A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Joyce E. Wood
2082 Garden Valley Glen
Escondido, CA 92026

November 2, 2022
City of Escondido, Planning Division
201 N. Broadway
Escondido, CA 92025-2798
Attn: Jay Paul, Senior Planner

Re: Project (SCH # 2021060702)

Dear Mr. Paul:

As a former 20 year elected member and retired Chairman of the Fallbrook Community Planning Group, I strongly oppose the above project for a 102 unit multi-family condominium on North Iris Lane.

} 34-1

I live in Meadowbrook Village, which is directly across North Iris Lane from this project. This project should be denied for the following reasons:

- 1. Project is "out of character" with surrounding single family homes.
- 2. Project will increase traffic on Iris Lane by more than 1200 trips per day, a residential street not designed to handle this increase in case of emergency evacuation.
- 3. Project will require a re-zone to accommodate increased density which says the property was never zoned for or envisioned to be anything other than single family homes.
- 4. Location across the street from an "over 60" Retirement Community will introduce residents not compatible with senior residents.

} 34-2

} 34-3

} 34-4

} 34-5

While I acknowledge the need for more housing in San Diego County, this project not only is out of character with the surrounding area but does not address the negative aspects of the project.

} 34-6

I urge the Escondido Planning Department and City Council to deny this proposed project.

Sincerely

Jack F. Wood
2082 Garden Valley Glen
Escondido, CA 92026
Tel: 760.715.3359
Email: Kkeyman007@gmail.com

Letter 34

Jack Wood

- 34-1 This comment provides opening remarks and states the commenters opposition to the project.
- 34-2 This comment states the project is out of character with surrounding single family homes. The project vicinity is developed with a variety of residential units including single family, duplexes, as well as 3-story multi-family associated with the Meadowbrook Village.
- 34-3 This comment addresses project-generated traffic and emergency evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis.

A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane

for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

- 34-4 This comment addresses the proposed rezone. The proposed project seeks to be annexed into the City of Escondido from the County of San Diego. Under the County's General plan, the project site has a zoning density of R24 or 24 dwelling units per acre (du/ac). The project applicant is seeking an Urban 3 General Plan land use designation that allows up to 18 du/ac but the proposed net density for the site would be 14.6 du/ac.
- 34-5 This comment suggests that future residents of the project site would not be compatible with senior residents. This comment does not raise any environmental issues.
- 34-6 This comment provides closing remarks and states the project has negative aspects. The Draft EIR analyzed the potential environmental impacts. All impacts will be mitigated to below a level of significance. A list of all impacts and mitigation measures was included in Table ES-1 of the Draft EIR.



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<https://www.escondido.org/north-iris-condominiums>. Further information may be obtained by contacting Jay Paul, Senior Planner at the Planning Division, telephone (760) 839-4537 or via email at jpaul@escondido.org. Please refer to Case No. PHG 20-0032.

Dated: September 14, 2022


Jay Paul
Senior Planner

The two of us have lived here at Meadowbrook Village for ten year and love it! Our concern that has become more of a problem is the traffic on Iris Ln. There are times in the morning or after noon when it is difficult to drive out on Iris. With the building of 102 2,3, + 4 bedroom condos across the street, it will become impossible. To be frank, the ability to enter Iris in an emergency could become a major issue - one we might have to deal with at an age.

Could the number of condos be significantly reduced?
Thank you for considering our concerns
Don and Renee Kiser

35-1

35-2

Letter 35

Illegible Name #1

35-1 This comment addresses project-generated traffic and emergency evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis.

A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

As discussed in Section 3.8 (Hazards) of the Draft EIR, the project site is located within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) designation per CalFire's FHSZ Viewer Map and is surrounded by areas also identified as Non-VHFHSZ (CalFire 2022). The existing highly developed project vicinity and development of the project site would not exacerbate wildfire risk with respect to exposure of project occupants to pollutant concentrations from a wildfire, uncontrolled spread of wildfire, or alter post-fire slope stability. The project would also not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

In the event of an emergency, emergency evacuation routes near the proposed project site are Centre City Parkway, I-15 and West Country Club Lane, as shown on Figure VI-1 of the Community Protection Element of the City's General Plan. The proposed project would not impact any roadway or staging areas that are identified in City emergency planning documents. Access to the project site would be via one 36-foot wide driveway on Robin Hill Lane which would provide a private gated circular bulb turnaround entry with access to ingress and egress. A 24-foot wide gated secondary exit-only driveway would be provided at the eastern boundary of the project site to connect with North Iris Lane. The internal drive aisle and project design provides adequate width and vertical clearance to accommodate fire trucks and emergency response vehicles.

A project-specific traffic study was prepared for the project and was included as Appendix K of the Draft EIR and also summarized in Section 3.15 (Transportation) of the Draft EIR. As part of the project, the following transportation network improvements will be constructed:

- Widening North Iris Lane along the project frontage to create a 62-foot right-of-way.
- Installing sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- Installing Class III bike markings along the project's frontage on North Iris Lane.

The project will also contribute a fair share for future transportation network improvements in the project vicinity. This includes paying a fair share for the future widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway and improvements at the intersection of City Centre Parkway and North Iris Lane. The project will also pay for pedestrian enhancement at five intersections in the City, as detailed in mitigation measure MM-TR-1b. The project will reduce all significant transportation impacts to below a level of significance.

Section 3.13 (Public Services) of the Draft EIR analyzed the potential for the project to impact public services, including fire services. The closest fire station to the project site is Escondido Station No. 3 located at 1808 North Nutmeg Street, approximately 0.75 mile southwest of the project site. Although the proposed project would increase the demand for fire protection services, the project is not expected to cause a decline in EFD response times. As noted in the FPP prepared for the project, service level requirements are not expected to be significantly impacted with the increase of approximately 1 call every 10 days to the local fire response system. In 2021, EDF's Station 3's engine responded to roughly 6 calls per day in its primary service area. For reference, a Fire station that respond to 5 calls a day in an urban setting is considered average and 10 calls is considered busy. Therefore, the project is not expected to cause a decline in emergency response times.

The project applicant would be required to pay City of Escondido Public Facility Development fees to offset the increase in demand for fire protection services. Development fee payments would go towards providing the additional staff and equipment that would be needed by EFD in the future to provide fire protection services. Therefore, due to the project's proximity to Fire Station No. 3 as well as payment of public facility fees that go toward addressing the EFD's needs in equipment and staffing, the proposed project is not expected to result in substantial adverse impacts related to service ratios, response times, or other performance objectives for fire and emergency response services.

- 35-2 This comment suggests scaling back the project. The project site is currently within unincorporated San Diego County but adjacent to areas that are within the city. According to the County General Plan and North County Metropolitan Subregional Plan (County of San Diego 2011), the project site is designated as Village Residential (VR-24), which allows a maximum density of 24 units per acre. In the City's General Plan, the project site is identified as Suburban which allows for single family residential up to 3.3. du/acre. Upon annexation, the property designation would change from VR-24, allowing up to 24 du/acre to Urban III, allowing only up to 18 du/acre. The actual density proposed by the project is 14.6 du/acre. The project is proposing less density than if the project was developed under the County's designation.

The project, as designed, meets all City development standards and will provide community benefits including road widening on North Iris Lane and installation of sidewalks on the project frontage with North Iris Lane and Robin Hill Lane. The project will pay all applicable developer and school fees.

Section 5.0 (Alternatives) of the Draft EIR analyzed several project alternatives, including two scenarios where the development intensity would be reduced. The reduced alternatives do not fully meet all of the project objectives.

IMPACT ISSUES OF Iris Street Condo project

- 200 more cars on Iris daily will mean disaster in case of fire and health emergencies
- If approved steps need to be taken to mitigate toxic dust from construction affecting elderly, already compromised residents (over 200) in Meadowbrook Retirement Village across the street. Most residents are in their 80's and 90's and there is also a skilled nursing and memory care facility at Meadowbrook
- Planning needs to also address the traffic effects of cars and industrial vehicles from North Escondido and elsewhere from using Iris as a shortcut to the I 15 expressway.

36-1

36-2

36-3

I see many issues ahead if this project takes place. Noise problems which are already a big one and can only become more so

36-4

Iris Lane is so narrow and seems impossible to widen because of high banks and walls of the Meadowbrook Village on either side

I foresee super congestion of traffic for the whole area

36-5

The spit (entrance) to Meadowbrook Village poses a huge problem to residents there and a dangerous one. Some residents still drive slower and younger drivers have no respect for older ones. There have been many near misses I know of.

This area can only get more - much more congested if this development takes place.

This appears to be a bad move that the planning commission is proposing for this "chopped up" site to begin with!

Letter 36

No Name

36-1 This comment addresses emergency response and evacuation. The Draft EIR considered traffic, public services and emergency response and evacuation in the analysis.

A Fire Protection Plan (FPP) was prepared for the project (Dudek 2022) and the FPP was included as Appendix N of the Draft EIR. Additionally, the Escondido Fire Department has reviewed the project plans and did not identify any concern regarding emergency response and access for the project.

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36-2 This comment addresses construction related dust. An air quality study was prepared for the project. The complete report was included as Appendix C of the Draft EIR and summarized in Section 3.2 of the Draft EIR. As shown in Table 3.2.5 of the Draft EIR, construction emissions would not be above any of the significance thresholds and impacts would be less than significant. The project is required to comply with all applicable San Diego Air Pollution Control requirements related to grading and dust generation. These compliance measures are identified in Section 7.2.3 of the Draft EIR and include:

- CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- CM-AQ-4 The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

The project will also utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations. This requirement is identified as PD-AQ-10 in section 7.2.2 of the Draft EIR.

Fugitive dust (PM10 and PM2.5) created during onsite earth moving activities may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. However, the anticipated onsite worst-case PM10 emissions for each phase of construction were provided in Table 3.2-5 of the Draft EIR and are below the significance thresholds. Furthermore, construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust and impacts to sensitive receptors would be less than significant.

If a project has the potential to result in emissions of any toxic air contaminant (TAC) that results in a cancer risk of greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. The risk-driving toxic air contaminant that would be emitted as a result of implementation of the proposed project would be diesel particulate matter during construction. Residential projects would not be expected to generate more than a nominal number of diesel truck trips; therefore, no significant TAC impacts would be expected to occur during on-going operations of the proposed project. To address the potential for emissions of construction-related TAC emissions to result in exposure of sensitive receptors to substantial pollutant concentrations, a screening health risk assessment was conducted for construction emissions. Per the air quality modeling for toxic air contaminants, implementation of the project would not result in significant cancer or non-cancer risks. Based on the AERSCREEN dispersion model, the inhalation cancer risk is 3.96 at the point of maximum exposure 125 meters (410 feet) away. As a condition of project approval, the project would be required to utilize Tier 4 diesel equipment with diesel particulate filters, which meets the requirement for incorporation of T-BACT equipment. Because the threshold is 10 per million exposed with T-BACT installed, the project would have a less than significant impact related to cancer risk and would be in compliance with the City's thresholds.

In addition, non-cancer risks or risks defined as chronic or acute are also known with respect to diesel particulate matter and are determined by the hazard index. Based on the air quality modeling, the project would yield a health hazard index of 0.046. Because this is less than one, no non-cancer risks are expected and all health risks are considered less than significant.

- 36-3 This comment discusses existing traffic on North Iris Lane including cut-through traffic. This topic is not specifically related to the project. A traffic study was prepared for the project (LOS 2022) and all traffic impacts will be mitigated to below a level of significance.
- 36-4 This comment addresses noise. A noise study was prepared for the project and was included as Appendix L of the Draft EIR. The noise study was also summarized in Section 3.11 (Noise) of the Draft EIR. The noise analysis considered both construction noise and operational noise

(including vehicular noise). The analysis determined that if rock drilling staging occurs within 160 feet of any occupied sensitive land uses, a significant noise impact would occur. Implementation of mitigation measure MM-N-1, which requires a noise mitigation plan be prepared and implemented to ensure that sound levels do not exceed 75 dBA at the property lines during construction, will reduce potential impacts to below a level of significance. No operational-related or traffic-related noise impacts were identified for the project.

36-5 This comment addresses traffic. Please see response 36-1

0.4 MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION AND SUMMARY

Pursuant to Section 21081.6 of the Public Resources Code and the *California Environmental Quality Act (CEQA) Guidelines* Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that mitigation measures and revisions identified in Final Environmental Impact Report (FEIR) are implemented. As stated in Section 21081.6 of the Public Resources Code:

“... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

Pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the F5 makers coincidental to certification of the FEIR. The Mitigation Monitoring and Reporting Program (MMRP) must be adopted when making the findings (at the time of approval of the project).

As defined in the CEQA Guidelines, Section 15097, “reporting” is suited to projects that have readily measurable or quantitative measures or which already involve regular review. “Monitoring” is suited to projects with complex mitigation measures, such as wetland restoration or archaeological protection, which may exceed the expertise of the local agency to oversee, are expected to be implemented over a period of time or require careful implementation to assure compliance. Both reporting and monitoring would be applicable to the proposed project.

MITIGATION MATRIX

To sufficiently track and document the status of mitigation measures, a mitigation matrix has been prepared and includes the following components:

- Impact
- Mitigation Measure
- Action
- Timing
- Responsibility

The mitigation matrix is included in Table 0.4-1. Additionally, the project will be required to adhere to the project design and compliance measures listed in Table 0.4-2.

Table 0.4-1. North Iris Residential Project Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Action	Timing	Responsibility
BIOLOGICAL RESOURCES				
<p>BIO-1 The Project has the potential to impact avian species protected under the MBTA if tree removal, vegetation removal, or other construction activities occur during the nesting season.</p>	<p>MM-BIO-1 Trimming, grubbing, and clearing of vegetation shall be avoided during the avian breeding season, which generally runs from February 15 to August 31 (as early as January 1 for some raptors) to the extent feasible. If trimming, grubbing, or clearing of vegetation is proposed to occur during the general avian breeding season, a pre-construction survey shall be conducted by a qualified biologist no more than seven days prior to vegetation clearing to determine if active bird nests are present in the affected areas. If there are no nesting birds (includes nest building or other breeding/nesting behavior) within this area, trimming, grubbing, and clearing of vegetation shall be allowed to proceed. If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone will be established by the biologist. Construction activities shall avoid any active nests until a qualified biologist has verified that the young have fledged, or the nest has otherwise become inactive.</p>	<p>If construction is proposed during the breeding season, conduct a pre-construction survey. If nesting birds are present, implement buffer zone and avoidance measures.</p> <p>If nesting birds are not detected during the preconstruction survey, no further mitigation is required.</p>	<p>For construction activities proposed for the period of February 15 through August 31, conduct survey within seven days prior to the start of construction activities.</p>	<p>Applicant/Land Owner, Project Biologist, Contractor</p>
<p>BIO-2 Direct impact to 0.1 acre of disturbed wetland and 2.5 acres of non-native grassland.</p>	<p>MM-BIO-2 Prior to impacts to any sensitive habitats (disturbed wetland and non-native grassland), the applicant shall purchase off-site mitigation credits at a mitigation bank approved by the City. Mitigation ratios shall be consistent with regional standards (i.e., the Escondido Draft Subarea Plan): non-native grassland minimum 0.5:1 and disturbed wetland minimum 1:1. The disturbed wetland mitigation shall consist of establishment/re-establishment mitigation to achieve regional no-net-loss standards for potential wetlands. Proof of mitigation purchase shall be provided to the City prior to issuance of the grading permit. Prior to</p>	<p>Provide proof of off-site mitigation credits at a city-approved mitigation bank submitted to the City Director of Development Services</p>	<p>Prior to issuance of grading permit.</p>	<p>Applicant/Land Owner, Project Biologist</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	<p>impacts to any sensitive habitats (disturbed wetland and non-native grassland), the applicant shall purchase off-site mitigation credits at a mitigation bank approved by the City. Mitigation ratios shall be consistent with regional standards (i.e., the Escondido Draft Subarea Plan): non-native grassland minimum 0.5:1 and disturbed wetland minimum 1:1. The disturbed wetland mitigation shall consist of establishment/re-establishment mitigation to achieve regional no-net-loss standards for potential wetlands. Proof of mitigation purchase shall be provided to the City prior to issuance of the grading permit.</p>			
<p>BIO-3 Direct impact to a total of 0.05 acre (494 linear feet) of USACE/RWQCB jurisdiction (non-wetland water of the US/ water of the State) and to 0.12 acre of CDFW jurisdictional areas consisting of 0.10 acre of disturbed wetland and 0.02 acre of streambed. The 0.05 acre of USACE/RWQCB occur within the CDFW jurisdictional limits.</p>	<p>MM-BIO-3 Prior to any project impacts to potentially jurisdictional resources, demonstration that regulatory permits from USACE, RWQCB, and CDFW have been issued or that no such permits are required shall be provided to the City. Permanent impacts to 0.05 acre of USACE/RWQCB jurisdictional non-wetland waters of the United States/State, 0.10 acre of CDFW jurisdictional habitat, and 0.02 acre of CDFW jurisdictional streambed shall be mitigated at a minimum 1:1 ratio through one or a combination of the following off-site options, unless otherwise required by the USACE, RWQCB, and/or CDFW during the regulatory permitting process:</p> <ul style="list-style-type: none"> • Purchase of establishment/re-establishment, rehabilitation, enhancement, and/or preservation credits from an off-site mitigation bank with a service area that overlaps the project and that is approved by the USACE, RWQCB, and CDFW, such as the San Luis Rey Mitigation Bank, and Brook Forest Conservation/Mitigation Bank; and/or • Acquisition or use of other off-site mitigation lands in the region to include establishment/re-establishment, rehabilitation, enhancement, and/or 	<p>Provide proof of regulatory permits or documentation that permits are not required. Provide proof of purchase of mitigation credits and /or acquisition or use of other off-site mitigation lands submitted to City Director of Development Services.</p>	<p>Prior to issuance of grading permit.</p>	<p>Applicant/Land Owner, Project Biologist, Contractor</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	<p>preservation of USACE, RWQCB, and CDFW jurisdictional resources.</p> <p>Mitigation for RWQCB-jurisdictional waters shall include a minimum 1:1 establishment/ reestablishment to ensure no-net-loss. Final mitigation requirements shall be determined during the permitting process in coordination with the USACE, RWQCB, and CDFW, as appropriate.</p>			
<p>BIO-4 Potential for impacts to 11 protected oak trees and 12 mature oak trees both on- and off-site.</p>	<p>MM-BIO-4 The project applicant shall replace impacted mature trees at a minimum 1:1 ratio, unless otherwise determined by the City. The project applicant shall replace protected trees at a minimum 2:1 ratio, unless otherwise determined by the City. The number, size, and species of replacement trees shall be determined on a case-by-case basis by the City's Director of Community Development. This condition can be satisfied on-site if the project's landscape plans include the appropriate number of oak trees and other tree species.</p>	<p>Review/approve landscape plans</p>	<p>Prior to certificate of occupancy.</p>	<p>Applicant/Land Owner, Project Biologist, Director of Community Development</p>
<p>BIO-5 Removal of trees on the project site has the potential to result in the spread of tree insect pests and disease leading to expediting the loss of oaks, alders, sycamore, and other trees in California which support a high biological diversity including special status species.</p>	<p>MM-BIO-5 The project applicant shall prepare an infectious tree disease management plan for the project. This plan should include a description of how the infectious tree disease management plan will be implemented. All trees that would be removed by the project should be inspected for contagious tree diseases including, but not limited to, thousand canker fungus (<i>Geosmithia morbida</i>), polyphagous shot hole borer (<i>Euwallacea spp.</i>), and goldspotted oak borer (<i>Agrilus auroguttatus</i>). To avoid the spread of infectious tree diseases, diseased trees should not be transported from the project site without first being treated using best available management practices relevant for each tree disease observed.</p>	<p>Review/approve infectious tree disease management plan. Implement management and avoidance measures.</p>	<p>Prior to issuance of grading permit.</p>	<p>Applicant/Land Owner, Project Biologist or Arborist.</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
CULTURAL RESOURCES/TRIBAL CULTURAL RESOURCES				
<p>CR-1 Due to grading and ground disturbing activities, the Project has the potential to impact unidentified archaeological resources on the Project site.</p>	<p>MM-CR-1 Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location (“TCA Tribe”). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures MM-CR-2 through MM-CR-10, and the following information:</p> <ul style="list-style-type: none"> • Parties entering into the agreement and contact information. • Responsibilities of the Property Owner or their representative, archaeological monitors, and tribal monitors. • Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement. 	<p>Enter into Tribal Cultural Resources Treatment and Repatriation Agreement.</p>	<p>Prior to issuance of Grading Permit and/or during all earth moving and ground disturbing activity.</p>	<p>Applicant/ Landowner, TCA Tribe</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	<ul style="list-style-type: none"> • Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials. • Treatment of identified Native American cultural materials. • Treatment of Native American human remains and associated grave goods. • Confidentiality of cultural information including location and data. • Negotiation of disagreements should they arise. • Regulations that apply to cultural resources that have been identified or may be identified during project construction. 			
	<p>MM-CR-2 Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.</p>	<p>Provision of written verification that qualified archaeologist and Native American monitor associated with a TCA Tribe.</p>	<p>Prior to issuance of Grading Permit.</p>	<p>Applicant/Land Owner</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	<p>MM-CR-3 The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.</p>	Attend pre-construction meetings	Prior to and during all earth moving and ground disturbing activity.	Applicant/ Landowner, Archaeologist, Native American Monitor.
	<p>MM-CR-4 During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the topsoil throughout the Project impact area (both on and off-site) has been previously removed during the development of the roads and buildings within the Project area, then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).</p>	Full-time Monitoring and determination of duration and frequency of subsequent monitoring.	During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas)	Archaeologist, Native American Monitor
	<p>MM-CR-5 In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American</p>	If potential tribal cultural resources are found, halt ground disturbance and follow	During all earth moving and ground disturbing activity.	Archaeologist, Native American Monitor

Impact	Mitigation Measure	Action	Timing	Responsibility
	<p>Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected and monitored grading can immediately proceed. All unearthed archaeological resources or tribal cultural resources shall be collected, temporarily stored in a secure location, and repatriated for later reburial on the project site, pursuant to the terms of the Pre-Excavation Agreement.</p>	<p>procedures listed for discovery.</p>		
	<p>MM-CR-6 If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe(s) and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c), appropriate treatment measures will be implemented. Work may not resume within the no-work radius until the City, through consultation as set forth herein, determines either that: 1) the discovery does not constitute a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the</p>	<p>If potential tribal cultural resource is determined to be significant, notify the City and follow agreed upon treatment and disposition measures.</p>	<p>During all earth moving and ground disturbing activity.</p>	<p>Archaeologist, Native American Monitor, City Director of Development Services</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	approved treatment and disposition measures have been completed.			
	<p>MM-CR-7 All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the Project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City's Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s), making a determination of infeasibility that takes into account the factors listed in California Public Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the Project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless requested and approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.</p>	<p>If sacred sites, significant tribal cultural resources, and unique archaeological resources are found, halt ground disturbance and follow procedures listed for discovery including avoidance, treatment and disposition.</p>	<p>During all earth moving and ground disturbing activity.</p>	<p>Archaeologist, Native American Monitor, City Director of Development Services</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
	<p>MM-CR-9 If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the Project site or storage at a local curation facility. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the Project site. Should the TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.</p>	<p>Follow procedures for collection of tribal cultural resources.</p>	<p>During all earth moving and ground disturbing activity.</p>	<p>Archaeologist, Native American Monitor</p>
	<p>MM-CR-10 Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.</p>	<p>Preparation of a monitoring report and/or evaluation report if necessary.</p>	<p>Prior to release of Grading Bond.</p>	<p>Archaeologist, Native American Monitor</p>
<p>CR-2 There is a potential for Project construction activities to disturb previously unidentified human</p>	<p>MM-CR-8 As specified by California Health and Safety Code section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the</p>	<p>If human remains are found, halt ground disturbance and follow</p>	<p>During all earth moving and ground disturbing activity.</p>	<p>Archaeologist</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
remains on the Project site.	remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an off-site location for examination.	procedures listed for discovery.		

Impact	Mitigation Measure	Action	Timing	Responsibility
GEOLOGY AND SOILS				
<p>GEO-1 The Project has the potential to disturb previously unknown paleontological resources during Project grading.</p>	<p>MM-GEO-1 Prior to project grading the project applicant shall retain a qualified paleontologist to review the proposed project area to determine the potential for paleontological resources to be encountered. If there is a potential for paleontological resources to occur, the paleontologist shall identify the area(s) where these resources are expected to be present, and a qualified paleontological monitor shall be retained to monitor the initial cut in any areas that have the potential to contain paleontological resources.</p>	<p>Site review and if potential for paleontological resources is identified, monitoring of initial cut in any areas that have the potential for resources. construction activities and filing of mitigation report.</p>	<p>Prior to grading and if applicable during initial cut.</p>	<p>Paleontologist</p>
HAZARDS AND HAZARDOUS MATERIALS				
<p>HAZ-1 Improper removal of asbestos-containing materials and lead-based paint during demolition could expose construction workers to a hazardous release of asbestos or lead.</p>	<p>MM HAZ-1a Prior to demolition activities on the project site, the Applicant shall submit verification to the City of Escondido Building Department that an asbestos survey has been conducted on any buildings that are to be demolished or removed from the project site. If asbestos is found, the Applicant shall follow all procedural requirements and regulations of to properly abate and dispose of all on-site asbestos-containing materials before general demolition activities commence.</p> <p>MM HAZ-1b Prior to demolition activities on the project site, the Applicant shall submit verification to the City of Escondido Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the applicant shall follow all OSHA procedural requirements and regulations for its proper removal and disposal before general demolition activities commence.</p>	<p>Submit verification that asbestos and lead-based paint surveys have been conducted. If found, follow all procedural requirements for abatement, removal and disposal.</p>	<p>Prior to demolition activities.</p>	<p>Applicant/ Landowner/ Contractor</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
<p>HAZ-2 Undocumented fill material located at 2039 North Iris Lane may contain contaminated materials.</p>	<p>MM HAZ-2 Prior to construction activities on the project site, the Applicant shall submit verification that the undocumented fill material placed in front of 2039 North Iris Lane has been removed or evaluated for the potential for contaminants. If contaminated, the soil must be removed and disposed of according to local and state regulations. If contaminated soil is identified, the applicant shall follow all procedural and regulatory requirements for its proper removal and disposal before general construction activities commence.</p>	<p>Submit verification that the undocumented fill has been removed or evaluated for contaminants. If contaminated, follow local and state regulations for removal and disposal.</p>	<p>Prior to construction</p>	<p>Applicant/ Landowner/ Contractor</p>
NOISE				
<p>N-1 If rock drill staging occurs within 160 feet of any occupied noise sensitive land uses, sound levels could exceed 75 dBA at property lines.</p>	<p>MM-N-1 If rock drill staging occurs within 160 feet of any occupied noise sensitive land uses, sound levels could exceed 75 dBA at property lines. A noise mitigation plan based upon the location of the construction equipment, topography and construction schedule shall be prepared by an acoustical consultant. The noise mitigation plan shall identify measures to reduce sound levels to below 75 dBA. Such measures could include a temporary noise barrier along any property line where the impacts could occur. The proposed noise barrier shall be of solid non-gapping material to adequately reduce construction noise levels below the noise threshold of 75 dBA at the property lines. The noise mitigation plan shall determine the final height and location of a temporary barrier if one is necessary. The mitigation plan may also identify location and timing restrictions on drilling equipment usage. The mitigation plan shall be submitted to the City for review and approval prior to initiation of rock drill staging activities within 160 feet of any occupied noise sensitive land use.</p>	<p>Preparation of noise mitigation plan and implementation of identified measures including construction of temporary noise barriers.</p>	<p>Prior to commencement of rock drilling activities.</p>	<p>Applicant/ Landowner, Acoustical Engineer, City (Planning Division Manager)</p>

Impact	Mitigation Measure	Action	Timing	Responsibility
TRANSPORTATION				
<p>TR-1 The project's per capita VMT exceeds the significance threshold of 15% below regional average.</p>	<p>MM-TR-1a The project shall implement CAPCOA reduction measure T-1 (Increase Residential Density).</p> <p>MM-TR-1b The project applicant shall pay the City of Escondido \$67,500 for pedestrian improvements at the following five intersections to reduce VMT impacts:</p> <ul style="list-style-type: none"> • Intersection of Centre City Pkwy at Iris Lane (Install high visibility crosswalks on each leg (4 crosswalks) and install pedestrian countdown timers on each corner (4 countdown timers)). • Intersection of El Norte at South Iris Lane (Install high visibility crosswalks on each leg (4 crosswalks) and install pedestrian countdown timers on each corner (4 countdown timers)). • Intersection of Broadway at Vista Ave (Install high visibility crosswalks on each leg (4 crosswalks) and install pedestrian countdown timers on each corner (4 countdown timers)). • Intersection of El Norte Parkway at Mountain View (Install pedestrian countdown timers on each corner (4 countdown timers)). • Intersection of Country Club Lane at Broadway (Install high visibility crosswalk (3 crosswalks)). 	<p>Implement CAPCOA reduction measure and make payment for pedestrian improvements.</p>	<p>Fee payment shall be made prior to submittal of grading plans.</p>	<p>Applicant/Land Owner</p>

Table 0.4-2. Project Design Features and Compliance Measures

<p>Aesthetics</p> <ul style="list-style-type: none">• PD-AE-1 Implementation the project landscape plan.• CM-AE-1 In accordance with Article 35 of the Zoning Ordinance, all exterior lighting fixtures, with the exception of street lamps, would be aimed or shielded so that unnecessary nighttime lighting and glare would be reduced for the benefit of City residents and astronomical research at Palomar Mountain Observatory. In accordance with Zoning Ordinance Section 33-713, lighting installed in the public right-of-way would also comply with the City’s Engineering Design Standards and Standard Drawings
<p>Air Quality</p> <ul style="list-style-type: none">• PD-AQ-1 The project will install low flow water fixtures in all units.• PD-AQ -2 All indoor and outdoor lights in the project will be designed to use LED technology.• PD-AQ-3 The project will provide separate waste containers to allow for simpler material separations or the project will pay for a waste collection service that recycles the materials in accordance with AB 341 to achieve a 75% waste diversion. All green waste will be diverted from landfills and recycled as mulch.• PD-AQ -4 The project will not install hearth options.• PD-AQ -5 The project will utilize ENERGY STAR qualified appliances.• PD-AQ -6 The project will utilize Tier 4 construction equipment with attached diesel particulate filters or the equivalent.• PD-AQ -7 The project will plant a minimum of 102 trees to sequester Carbon Dioxide (CO₂).• PD-AQ -8 The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site.• PD-AQ -9 The project will install electric heat pump water heaters in all units.• PD-AQ-10 The project will utilize Tier IV or better construction equipment, which include diesel particulate filters, as required by current regulations.• CM-AQ-1 In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.• CM-AQ-2 The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.• CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

- **CM-AQ-4** The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

Biological Resources

- **PD-BIO-1** The project shall implement a Root Protection Zone with fencing along the southern project boundary as described 2085 N. Iris Lane – Off-Site Coast Live Oaks Along the Southern Property Boundary letter prepared by Lightfoot Planning Group (March 15, 2022) (Appendix E2 of the EIR).

Energy

- **PD-E-1** The project will install low flow water fixtures in all units. (This is also identified as PD-GHG-1)
- **PD-E-2** All indoor and outdoor lights in the project will be designed to use LED technology. (This is also identified as PD-GHG-2).
- **PD-E-3** The project will utilize ENERGY STAR qualified appliances. (This is also identified as PD-GHG-5).
- **PD-E-4** The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site. (This is also identified as PD-GHG-8).

Geology and Soils

- **PD-GEO-1** The project shall implement all recommendations from the geotechnical investigation report (GEOCON 2021). These recommendations include general provisions related to the site as well as specific recommendations related to soil and excavation characteristics, corrosion, grading, slope stability, seismic design criteria, foundation and concrete slab-on-grade, retaining walls and lateral loads, slope maintenance, site drainage and maintenance, and grading and foundation plan review. The detailed recommendations are included in Chapter 6 of the geotechnical report, which is included as Appendix G1 of this document.

Greenhouse Gas Emissions

- **PD-GHG-1** The project will install low flow water fixtures in all units.
- **PD-GHG-2** All indoor and outdoor lights in the project will be designed to use LED technology.
- **PD-GHG-3** The project will provide separate waste containers to allow for simpler material separations or the project will pay for a waste collection service that recycles the materials in accordance with AB 341 to achieve a 75% waste diversion. All green waste will be diverted from landfills and recycled as mulch.
- **PD-GHG-4** The project will not install hearth options.
- **PD-GHG-5** The project will utilize ENERGY STAR qualified appliances.
- **PD-GHG-6** The project will utilize Tier 4 construction equipment with attached diesel particulate filters or the equivalent.
- **PD-GHG-7** The project will plant a minimum of 102 trees to sequester Carbon Dioxide (CO₂).

- **PD-GHG-8** The project will install two kilowatts (kW) of solar per unit, or roughly 204 kW of solar in total at the project site.
- **PD-GHG-9** The project will install electric heat pump water heaters in all units.
- **CM-GHG-1** Compliance with the City’s Water Efficient Landscape Ordinance (WELO).

Hazards and Hazardous Materials

- **PD-HAZ-1** Information about “Ready Set Go” program will be provided in Owner’s manuals. This program is designed to help residents prepare in the event of an approaching wildfire.
- **CM-HAZ-1** All new structures on the project site will meet applicable Fire and Building Codes pursuant to requirements for ignition resistance (California Building Code, Chapter 7A). Hardening each building against a wildfire would require building features as follows:
 - New Class-A fire-rated roof and associated assembly. With the proposed Class-A fire-rated roof, there will be attic or void spaces above living spaces requiring ventilation to the outside environment. The attic spaces will require either ember-resistant roof vents or a minimum 1/16-inch mesh and shall not exceed 1/8-inch mesh for side ventilation (recommend BrandGuard, O’Hagin, or similar vents).
 - Multi-pane glazing with a minimum of one tempered pane, fire-resistance rating of not less than 20 minutes (CBC 708A) when tested according to NFPA 257 (such as SaftiFirst, SuperLite 20-minute rated glass product), or be tested to meet the performance requirements of State Fire Marshal Standard 12-7A-2
 - Ember resistant vents with a minimum of meeting the 1/16-inch to 1/8-inch mesh size.
 - Exterior walls meeting CFC 707A.3
 - Accessory structures, appendages, decks meeting ignition resistant requirements of CBC 709A and 710A
- **CM-HAZ-2** An approved, automatic fire sprinkler system will be installed in all new structures for the Project in accordance with minimum NFPA 13 D or R3 standards, 2019 CFC and CBC, and RFPD Fire Code or the current, adopted Code editions at the time building permits are issued

Hydrology/Water Quality

- **PD-HWQ-1** Installation of three on-site water quality basins for stormwater retention and biofiltration.

Noise

- **PD-N-1** The HVAC units are located a minimum of 30 feet from the property lines and are shielded by the proposed homes and perimeter fencing as shown in Figure 3.11-2. The solid fencing will be vinyl, 3/4-inch or thicker consisting of solid panels on minimum 4x4-inch posts with no cracks or gaps through or below and all seams or cracks will be filled or caulked.
- **CM-N-1** To ensure compliance with the CCR Title 24 interior noise threshold of 45 dBA CNEL, a final noise assessment shall be performed prior to the issuance of building permits. This final report shall identify the interior noise requirements based on architectural and building plans to meet the City’s established interior noise limit. The identified interior noise requirements, which may include conventional building construction methods and providing a closed window condition requiring a means of mechanical ventilation (e.g., air condition) for each building and

upgraded windows for all sensitive rooms (e.g., bedrooms and living spaces), shall also be in place prior to occupancy of the residences adjacent to North Iris Lane.

- **CM-N-2** The Project shall comply with local construction and grading noise regulations. Construction would only occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. Grading would be similarly limited, except on Saturdays when it would be limited to between 10:00 a.m. and 5:00 p.m.

Public Services – Fire Protection, Police Protection and Schools

- **CM-PS-1** Consistent with Article 18B of Chapter 6 of the Escondido Municipal Code, the Applicant shall provide payment of applicable public facilities fees.
- **CM-PS-2** The Applicant shall pay school fees in accordance with Government Code 65995 and Education Code 17620.
- **CM-PS-3** Consistent with to Article 18C, Chapter 6, of the City’s Municipal Code, the Applicant shall pay a park fee to ensure that the parkland and recreational facility standards established by the City are met with respect to the additional needs of the development.
- **CM-PS-4** All new projects in the City are required to annex into CFD 2020-1 (Citywide Services) or establish another lawful funding mechanism to offset costs associated with the provision of public services.

Recreation

- **CM-REC-1** Pursuant to Article 18C, Chapter 6, of the City’s Municipal Code, the Applicant shall pay a park fee to ensure that the parkland and recreational facility standards established by the City are met with respect to the additional needs of the development. (This is also identified as CM-PS-3).

Transportation

- **PD-TR-1** The project shall widen North Iris Lane along the project frontage to create a 62-foot right-of-way.
- **PD-TR-2** The project shall install sidewalks along the project frontage on North Iris Lane (approximately 850 feet) and along Robin Hill Lane (approximately 440 feet).
- **PD-TR-3** The project shall install Class III bike markings along the project’s frontage on North Iris Lane.
- **PD-TR-4** The Homeowners Association shall provide information about SANDAG’s iCommute program to encourage carpooling.
- **PD-TR-5** The Homeowners Association shall provide information about maps, routes, and schedules for public transit.
- **CM-TR-1** The project applicant will pay a fair share for the widening of North Iris Lane for approximately 280 linear feet northeast of City Centre Parkway. The fair share is calculated at 6.5% and resulting in a fee requirement of \$10,075.

- **CM-TR-2** The project applicant will pay a fair share towards a City improvement at the intersection of City Centre Parkway and North Iris Lane. The improvements include modifying the intersection operations to a split phase on North Iris Lane and restriping the westbound approach on North Iris Lane from a left and through right configuration to a left and left-through configuration. The fair share is calculated at 3.1% and resulting in a fee requirement of \$6,975.

Utilities and Service Systems

- **PD-UTIL-1** Compliance with the City's Water Efficient Landscape Ordinance.
- **PD-UTIL-2** The project will install low flow water fixtures in all units.
- **CM-UTIL-1** The project applicant will be required to pay Rincon del Diablo Municipal Water District (RDDMWD) Capital Facility Fees for potable water meter installation, as described in RDDMWD Ordinance No. 21-98.21

0.5 CEQANET POSTING

North Iris Lane Residential Project

Summary

SCH Number	2021060702
Lead Agency	City of Escondido
Document Title	North Iris Lane Residential Project
Document Type	EIR - Draft EIR
Received	9/20/2022
Present Land Use	Low-Density Residential
Document Description	<p>The project includes the following discretionary actions to construct 102 multi-family residential units:</p> <ul style="list-style-type: none">• Annexation/Reorganization from the County of San Diego into the City of Escondido• General Plan Amendment from Suburban (up to 3.3 du/acre) to Urban 3 (up to 18 du/acre)• Prezone/Rezone to Planned Development – No Zoning designation to Residential (PD-R 13.2) with a density of 13.2 units/acre• Master and Precise Development Plan in accordance with Escondido Municipal Code, Chapter 33 – Zoning, Article 190. Planned Development (P-D Zone)., Sec. 330415 requirements).• Tentative Subdivision Map approval for the creation of one lot air-space units on the project site. <p>The project includes: APNs APNs 224-310-05, -06, -07, -08 and -20 and is associated with the following addresses: 2039, 2047, 2085 and 2089 North Iris Lane.</p>

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Location

Cities	Escondido
Counties	San Diego
Cross Streets	North Iris Lane and Robin Hill Lane
Zip	92026
Total Acres	7.7
Parcel #	224-310-05-00; 224-310-06-00; 224-310-07-00; 224-310-08-00; and 224-310-20-00
State Highways	Interstate 15
Schools	Multiple
Waterways	Vista Canal
Township	T12S
Range	R2W
Section	4
Base	San Bern
Other Location Info	2039, 2047, 2085 and 2089 North Iris Lane

Notice of Completion

State Review Period Start	9/20/2022
State Review Period End	11/3/2022
State Reviewing Agencies	California Air Resources Board (ARB), California Department of Conservation (DOC), California Department of Fish and Wildlife, South Coast Region 5 (CDFW), California Department of Forestry and Fire Protection (CAL FIRE), California Department of Parks and Recreation, California Department of Transportation, District 11 (DOT), California Department of Water Resources (DWR), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Regional Water Quality Control Board, San Diego Region 9 (RWQCB), Department of Toxic Substances Control, Office of Historic Preservation, State Water Resources Control Board, Division of Drinking Water, State Water Resources Control Board, Division of Drinking Water, District 14
Development Types	Residential (Residential (Condominiums))(Units 102, Acres 7.7)
Local Actions	General Plan Amendment, Planned Unit Development, Prezone, Land Division (Subdivision, etc.), Annexation
Project Issues	Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Sewer Capacity, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Vegetation, Wetland/Riparian

Attachments

Draft Environmental Document [Draft IS, NOI_NOA_Public notices, OPR Summary Form, Appx,]

AppendixA-NOP-CommentLetters PDF 1433 K	AppendixB-Project-Plans PDF 47751 K
AppendixC-Air-Quality-Report PDF 3070 K	AppendixD-Biology-Report PDF 7324 K
AppendixE-Arborist-Letter PDF 2979 K	
AppendixF-Cultural-Resources-Report PDF 2337 K	
AppendixG1-Geotechnical-Investigation PDF 8422 K	
AppendixG2-Seismic-Study PDF 1922 K	
AppendixH-Greenhouse-Gas-Report PDF 2048 K	AppendixI-Phase1-ESA PDF 68878 K
AppendixJ1-Drainage-Report PDF 27115 K	AppendixJ2-SWQMP PDF 31084 K
AppendixK-Transportation-Study PDF 11621 K	AppendixL-Noise PDF 4758 K
AppendixM-Sewer-Study PDF 18461 K	AppendixN-Fire-Protection-Plan PDF 5697 K
DEIR-NorthIris PDF 20963 K	NOA-NorthIris PDF 813 K
SummaryForm-AttachmentA-NorthIris PDF 139 K	
SummaryForm-NorthIris PDF 601 K	
Notice of Completion	NOC-NorthIris PDF 518 K

[NOC] Transmittal form

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