

Summary of Changes to the Draft EIR

Introduction

This section includes text changes to the Draft Environmental Impact Report (EIR) for the Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan, dated January 12, 2012. These modifications resulted from response to comments received during the Draft EIR public review period as well as staff-initiated changes.

Revisions herein do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. Changes are provided below by Draft EIR section in tracking mode (underline for new text and ~~strikeout~~ for deleted text). The page numbers referred to below correspond with the Draft EIR dated January 12, 2012. Minor text changes, such as typographical errors, were made to the Final EIR as necessary. However, these minor text changes are not included in this document. Additionally, the following minor revisions were made throughout the document:

- References to Lake Hodges have been revised to refer to Hodges Reservoir
- References to the Circulation Element have been revised to refer to the Mobility and Infrastructure Element
- References to the Sprinter, Coaster, and Breeze transit services have been revised as SPRINTER, COASTER and BREEZE
- Maps provided in various EIR figures

Text Changes and Edits to the Draft EIR

Chapter 1 – Executive Summary

Draft EIR pages I-6 through I-16, Table ES-1, Summary of Project Impacts, have been revised as follows:

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
4.1 Aesthetics				
Lighting and Glare	Less than Significant	Not <u>cumulatively considerable</u> <u>Less than Significant</u>	No mitigation is required	Less than Significant
4.3 Air Quality				
Air Quality Violations	<u>Potentially Significant</u>	<u>Potentially Significant</u>	<p>Air-1 Construction Dust Control Measures. During grading activities for any future development within the General Plan Update planning area boundary, the onsite construction superintendent shall ensure implementation of standard best management practices to reduce the emissions of fugitive dust, including but not limited to the following actions:</p> <ol style="list-style-type: none"> Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the onsite construction superintendent. Temporary hydroseeding with irrigation will be implemented on all graded areas on slopes, and areas of cleared vegetation will be revegetated as soon as possible following grading activities in areas that will remain in a disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase. Operate all vehicles on the construction site at speeds less than 15 miles per hour. Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the onsite construction superintendent, or spray them with a non-toxic chemical stabilizer. If a street sweeper is used to remove any track-out/carry-out, only PM₁₀-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances. 	Significant and Unavoidable
4.5 Cultural Resources				
Archaeological Resources	Potentially Significant	Potentially Significant	<p>Cul-3 Require that significant archaeological resources be preserved <u>in-situ</u>, as feasible. The incorporation of resources into historical parks and multiple use recreation parks shall be encouraged. When avoidance of impacts is not possible, data recovery mitigation shall be required for all significant resources. <u>Any significant artifacts recovered during excavation, other than cultural material subject to repatriation, shall be curated with its associated records at a curation facility approved by the City.</u> Excavation of deposits of Native American origin shall be coordinated with and monitored by local Native American representatives.</p> <p>Cul-4 Develop management and restoration plans for identified and acquired properties with cultural resources.</p> <p>Cul-5 Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grant or matching funds, or funds from private organizations.</p> <p>Cul-6 Protect significant cultural resources through coordination and consultation with the NAHC and local tribal governments, including SB-18 review.</p>	Less than Significant

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Paleontological Resources	Less Than Significant	<u>Potentially Less Than Significant</u>	No mitigation is required	Less than Significant
Human Remains	Less Than Significant	<u>Potentially Less Than Significant</u>	No mitigation is required	Less than Significant
4.12 Noise				
Excessive Groundborne Vibration	Potentially Significant	Potentially Significant	<p>Noi-1 Construction Vibration Best Management Practices. All general construction activities that take place within 100 feet of a building with the potential to be damaged by excessive vibration, or use pile-driving, blasting, or other high-impact construction equipment within 200 feet of a daytime NSLU (public and private educational facilities, churches, libraries, museums, cultural facilities, golf courses and passive recreational parks) shall implement the following construction BMPs recommended by the <u>Federal Railroad Administration FRA</u> in the High Speed Ground Transportation Noise and Vibration Impact Assessment (2005):</p> <ol style="list-style-type: none"> 1. Sequence of operations: <ol style="list-style-type: none"> a. Phase demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period. 2. Alternative construction methods: <ol style="list-style-type: none"> a. Avoid impact pile driving where possible in vibration-sensitive areas. Drilled piles or the use of a sonic or vibratory pile driver causes lower vibration levels where the geological conditions permit their use. b. Select demolition methods not involving impact, where possible. For example, sawing bridge decks into sections that can be loaded onto trucks results in lower vibration levels than impact demolition by pavement breakers, and milling generates lower vibration levels than excavation using clam shell or chisel drops. c. Avoid vibratory rollers and packers near sensitive areas. <p>Noi-2 Setback of Vibration-sensitive Land Uses from SPRINTER alignment. Future development of vibration-sensitive land uses within 450 feet of the SPRINTER right-of-way or places where people sleep within 230 feet of the SPRINTER right-of-way shall require a site-specific groundborne vibration analysis conducted by a qualified vibration analyst to determine that vibration levels generated by the SPRINTER at the proposed project site would not exceed the <u>Federal Transit Administration</u>'s groundborne vibration standards for vibration sensitive equipment and sleep disturbance. If necessary, mitigation shall be required for land uses in compliance with the standards listed in <u>EIR</u> Table 4.12-10, General Plan Update Groundborne Vibration Impact Criteria.</p>	<p>Significant and Unavoidable</p> <p><u>Less than Significant</u></p>
4.13 Population and Housing				
Displacement of Housing and People	<u>Potentially Significant</u>	Less than Significant	Pop-1 The City of Escondido shall coordinate with property owners that would experience displacement under the proposed General Plan Update to communicate the implications of the proposed project on their property and to address public concerns and comments.	Significant and Unavoidable
4.16 Transportation and Traffic				
Traffic and Level of Service Standards	Potentially Significant	Potentially Significant	<p>No feasible mitigations are available for the following roadways and intersections:</p> <p>Tra-1 The City of Escondido shall implement intersection improvement treatment and adaptive traffic signal control technology along the following roadway segments and at the following intersections prior to reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p><i>Roadway Segments</i></p> <ul style="list-style-type: none"> ■ Mission Road between Barham Drive and Auto Park Way ■ Valley Parkway between Hickory Street and Fig Street 	Significant and Unavoidable

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
			<ul style="list-style-type: none"> ■ Valley Parkway between Fig Street and Date Street ■ Valley Parkway between Date Street and Ash Street <p><i>Intersections</i></p> <ul style="list-style-type: none"> ■ Nordahl Road/Auto Park Way/Mission Road (LOS E, PM peak hour) ■ Centre City Parkway/Felicita Avenue (LOS F, PM peak hour) ■ I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour) ■ Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours, respectively) ■ Ash Street/Valley Parkway (LOS E, both AM/PM peak hours) ■ I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively) ■ El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively) <p>Impacts to Montiel Roadway between Nordahl Road and Deodar Road are considered to be infeasible because they are within the jurisdiction of the City of San Marcos and, therefore, the timing and implementation of mitigation to reduce this impact cannot be guaranteed by the City of Escondido.</p> <p>Tra-2 Montiel Road between Nordahl Road and Deodar Road. The City of Escondido shall implement adaptive traffic signal control technology along Montiel Road between Nordahl Road and Deodar Road prior to the segment reaching an LOS of E or F. Adaptive traffic signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>The following feasible mitigation measures would be implemented to reduce impacts to the following roadways and intersections to a less than significant level:</p> <p>Tra-13 Escondido Boulevard between 13th Avenue and 15th Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Escondido Boulevard between 13th Avenue and 15th Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-24 Centre City Parkway between 13th Avenue and Felicita Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Centre City Parkway between 13th Avenue and Felicita Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-35 Escondido Boulevard between 15th Avenue and Felicita Avenue. Implementation of mitigation measure Tra-310 would reduce impacts to Escondido Boulevard between 15th Avenue and Felicita Avenue to a level below significant.</p> <p>Tra-46 Escondido Boulevard between Felicita Avenue and Sunset Drive. Implementation of the mitigation measure Tra-310 would reduce impacts to Escondido Boulevard between Felicita Avenue and Sunset Drive to a level below significant.</p> <p>Tra-57 Citrus Avenue between Washington Avenue and Valley Parkway. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Washington Avenue and Valley Parkway prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p>	Less than Significant

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
			<p>Tra-68 Citrus Avenue between Bear Valley Parkway and Glen Ridge Road. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Bear Valley Parkway and Glen Ridge Road prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-79 9th Avenue between La Terraza Boulevard and Tulip Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between La Terraza Boulevard and Tulip Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-810 Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-911 Mission Avenue between Rose Street and Midway Drive. The City of Escondido shall implement adaptive traffic signal control technology along Mission Avenue between Rose Street and Midway Drive prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-12 Interstate 15 Southbound Ramps/Valley Parkway Intersection. <u>The City of Escondido shall provide a second right turn lane at the I-15 Northbound ramps to partially mitigate the impacts at this intersection. Future land developments would be required to contribute a fair share towards this improvement as well as any other improvements that may needed in the future to mitigate this impact to below a level of significance.</u></p>	
4.17 Utilities and Service Systems				
Adequate Water Supplies	Potentially Significant	Potentially Significant	Util-1 The EWWD Water Distribution Master Plan shall be updated to accommodate the buildout of the proposed General Plan Update. This shall be achieved by increasing and/or expanding existing water infrastructure, providing recycled water distribution facilities throughout the City to offset potable water demand for landscaping and other purposes and other measures/strategies that will achieve the goal of providing an adequate water supply to serve the buildout of the General Plan Update.	Significant and Unavoidable
Adequate Wastewater Facilities	Potentially Significant	Less than Significant	Util-2 The EWWD Wastewater Master Plan shall be updated to accommodate the buildout of the proposed General Plan Update. This shall be achieved by increasing and/or expanding existing wastewater infrastructure and other measures/strategies that will achieve the goal of providing adequate wastewater facilities to serve the buildout of the General Plan Update. <u>The City shall also coordinate with VWD during its next Master Plan Update process to ensure that it provides the necessary wastewater facilities to adequately account for the growth identified in the General Plan Update.</u>	Less than Significant
Sufficient Landfill Capacity	Potentially Significant	Potentially Significant	No feasible mitigation measures are available	Significant and Unavoidable

Chapter 2 – Introduction

On Draft EIR pages 2-4 and 2-5, Section 2.5, Environmental Review Process, the following text has been revised as follows:

All comments received pertaining to the accuracy or adequacy of information presented in the Draft EIR have been formally responded to in writing in the Response to Comments section of the Final EIR. Any comments pertaining to the goals, policies and guidance provided in the General Plan Update, Downtown Specific Plan Update, and E-CAP or other documents not part of the Draft EIR were requested to ~~should~~ be sent separately from comments pertaining to the Draft EIR. Section 15088(a) of the CEQA Guidelines states that the “lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” The City is not required to respond to comments on the proposed project itself, only to comments pertaining to information contained in the Draft EIR. Therefore, no responses have been prepared for comment letters that do not address the information provided in the Draft EIR.

A copy of the ~~Final Draft EIR~~ is will be available for review during normal operating hours for the duration of the public review period at the following locations: 1) City Hall, 201 North Broadway, Escondido, California 92025; and 2) Escondido Public Library, 239 S. Kalmia Street, Escondido, California, 92025. The Final EIR is also available on the City’s website: <http://www.escondido.org/>

Chapter 3 – Project Description

On Draft EIR page 3-3, the following text has been added to the first paragraph under the heading Setting:

Reidy Creek traverses the planning area from north to south and combines with Escondido Creek west of the Transit Station Target Area.

Draft EIR page 3-27, Table 3-4, General Plan Update Buildout Conditions, has been revised as follows:

ID No.	Study Area	Existing Conditions	Adopted General Plan Full Buildout	General Plan Update Full Buildout	Buildout by 2035 (Horizon Year)	2035 Growth in New General Plan Above Existing Conditions	General Plan Update Full Buildout Above Adopted General Plan Full Buildout
Industrial/Other (in square feet)							
1.	1-15/Felicita Road Corporate Office Target Area	129,000	129,000	129,000	129,000	129,000 0	0

Chapter 4 – Environmental Analysis

Draft EIR page 4.0-7, Table 4.0-2, Regional Plans that Provide the Foundation for the Cumulative Analysis, has been revised as follows:

Regional Plan	Plan Description	Applicable Environmental Sections
Multiple Species Conservation Program (MSCP)	The MSCP is a conservation planning program, designed to establish connected preserve systems, that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the unincorporated County. The County has developed and adopted a subarea plan for the unincorporated areas in the southern part of the County. <u>The City of San Diego has developed and adopted a subarea plan for implementation of the MSCP within its jurisdiction.</u>	Biological Resources, Land Use

Section 4.1 – Aesthetics

On Draft EIR pages 4.1-30 through 4.1-39, the following text has been revised in Section 4.1.3.3, Issue 3: Visual Character or Quality:

Imperial Oakes SPA

The Imperial Oakes SPA is characterized by the 18-acre Rod McLeod Community Park, vacant parcels, general retail uses and single family residences. Under the General Plan Update, this area would be redeveloped with new office and industrial uses. The existing residences in the western portion of the SPA would be phased out by new development. The General Plan Update would change the character of this area away from residential uses to office park uses. However, no cohesive visual theme currently exists in the area besides the existing community park. The community park would remain under the General Plan Update and would continue to be the focal point of the SPA. Therefore, redevelopment would not result in the removal of key buildings or features that contribute to the visual quality of the area. Future development would be required to comply with the General Plan Update development policies which would ensure the construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update vision for this area is master planned architecture, coordinated building materials, cohesive landscaping, and trail system connections to the park. Increased building heights and intensities would be focused along I-15 and in areas more distanced from surrounding residential neighborhoods to ensure compatibility. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, specific attention would be given to achieving compatibility with semi-rural residential areas near Iris Lane by incorporating lower intensity land uses, building materials, heights, orientation, colors, screening, landscaping, lighting and signage. Therefore, although new development would be accommodated in the Imperial Oakes SPA which would change the existing undeveloped and low density visual character of the area, future development would be required to comply with planning, architectural and landscaping standards and maintain Rod McLeod Community Park, which would ensure compatibility and consistency with the existing character of the area. Implementation of the General Plan Update would not substantially degrade the visual character of this study area because it would not allow the introduction of features or land uses that would detract from or contrast with the important visual elements that currently define the existing

SPA. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, impacts would be less than significant.

Transit Station Target Area

The Transit Station Target Area currently has a low-intensity industrial and commercial character and is mostly developed. The General Plan Update envisions redevelopment in this area, including a phase out of incompatible land uses. The phase out of incompatible uses would strengthen the character of the area and create a more cohesive visual quality. Land uses accommodated by redevelopment would include commercial, office, and a regional destination entertainment/attraction area that would include a residential component with up to 640 new multi-family residential units in areas east of Reidy Creek. The General Plan Update would change the character of this area from industrial to a higher intensity commercial character; however, it would generally maintain a non-residential character because the new residential units would be incorporated into the destination entertainment/attraction area (mixed use). Additionally, no cohesive visual theme currently exists in the area. Therefore, redevelopment would not result in the removal of key buildings or features that contribute to the visual quality of the area. The development of destination entertainment/attraction area and multi-family residential units would have the potential to substantially increase building heights in this target area and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, future development would be required to comply with the General Plan Update development policies which would ensure the construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions high quality architecture and landscaping, pedestrian friendly streets, and transit focused development. Therefore, although new development would be accommodated in the Transit Station Target Area which would change the existing visual character of the area, future development would be required to comply with planning, architectural and landscaping standards, which would ensure compatibility and consistency with the existing low-intensity industrial and commercial character of the area. Implementation of the General Plan Update would not substantially degrade the visual character of this study area because it would not allow the introduction of features or land uses that would detract from or contrast with the important visual elements that currently define the existing study area, or the General Plan vision for the target area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, impacts would be less than significant.

South Quince Street Target Area

The South Quince Street Target Area is developed with a mix of land uses including multi-family and single family residences, low-intensity general retail, office, restaurant, and small scale industrial and manufacturing services. The General Plan Update proposes the same land use designations for this area, and emphasizes residential, mixed use residential, commercial office, research and development, and professional services. No cohesive visual theme exists in the area, including landscaping, signage, or building materials. Therefore, redevelopment would not result in the removal of key buildings or features that contribute to the visual quality of the area. New mixed-use development would have the potential to substantially increase building heights in this target area

and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, fFuture development would be required to comply with the General Plan Update development policies which would ensure the construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions high quality architecture and landscaping, transit-focused development, and pedestrian friendly streets in the study area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

South Escondido Boulevard/Felicita Road Target Area

The South Escondido Boulevard/Felicita Road Target Area currently has a residential character and is developed with mid-range density multi-family residential development, low intensity suburban shopping, general retail, office, restaurant, and small scale services. A portion of the Old Escondido Historic District is located adjacent to this study area. The General Plan Update proposes similar retail, multi-family residential, commercial, and office development in this area, but would also accommodate intensified commercial and residential development. Therefore, the General Plan Update proposes land uses that would be compatible with the existing character of the area. New urban development in this area would have the potential to substantially increase building heights in this target area and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, fFuture development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions high quality architecture and landscaping, pedestrian friendly streets, and access to transit and urban trails for the area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

South Escondido Boulevard/Center City Parkway Target Area

The South Escondido Boulevard / Center City Parkway Target Area is characterized by a suburban shopping area, single family and multi-family housing and small scale commercial services. The General Plan Update land uses proposed for this area also include retail, multi-family, commercial, and office uses. The General Plan Update would strengthen this area as a regional commercial destination by accommodating intensified commercial use, mixed use development, and a new SPRINTER light rail station. Mixed use development would be consistent with the existing multi-family housing provided in the area. New urban development in this area would have the potential to substantially increase building heights in this target area and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, fFuture development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions high quality architecture and landscaping, pedestrian

friendly streets, and access to transit and urban trails for the area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

Centre City Parkway / Brotherton Road Target Area

The Centre City Parkway/Brotherton Road Target Area is an established neighborhood with mid-range density mixed use development, low intensity suburban shopping, general retail, office, and small scale services. Homes are set back from Centre City Parkway and Escondido Boulevard, with the shopping areas located along the major roadways, which establishes the area's commercial character. The General Plan Update would accommodate intensified commercial land uses along Centre City Parkway and Escondido Boulevard, consistent with the existing commercial character of the area, including mixed use development that would transition into the existing residential area. New urban development in this area would have the potential to substantially increase building heights in this target area and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, future development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below in the discussion of Proposed General Plan Update Goals and Policies. Within this study area, the General Plan Update envisions a gateway element for the city, aesthetic enhancements along Centre City Parkway, strong connections to transit, integration of public/private recreational space, and features to ensure pedestrian safety in this area. A mixed use overlay with increased density and intensity in close proximity to transit and services would ensure compatibility with adjacent lower density residential uses with appropriate building heights, intensities, and buffers. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

Nutmeg Street Study Area

The Nutmeg Street Target area is located along the northern boundary of the city east of the I-15, north and south of Nutmeg Street. This area is undeveloped and characterized by native vegetation and steep topography north of Nutmeg Street, and a graded area south of Nutmeg Street. Under the General Plan Update, this area is proposed for new office and professional services or medium density residential land use. The site is currently undeveloped; therefore, the General Plan Update would result in change in the character of the site. However, the site is approximately 500 feet north and east of residential development in the City, adjacent to the I-15, and would serve as a new gateway to the City. Medium-density residential or office use would be compatible with existing lower density residential development located south and west of the site, given the site's separation from surrounding land uses. Additionally, a portion of the developable area of the site is currently graded. The steep slope and sensitive habitat areas surrounding the graded area are considered undevelopable. Therefore, development under the General Plan Update would not result in the removal of unique natural features that contribute to the visual quality of the area. Future development would be required to comply with the General Plan Update development policies

which would ensure construction of high quality development, as addressed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions high quality architecture and landscaping in this area. Therefore, although new development would be accommodated in the Nutmeg Street Study Area which would change the existing undeveloped visual character of the area, future development would be required to comply with planning, architectural and landscaping standards and provide open space areas within the study area, which would ensure compatibility and consistency with the existing natural character of the area. Implementation of the General Plan Update would not substantially degrade the visual character of this study area because it would not allow the introduction of features or land uses that would detract from or contrast with the important visual elements that currently define the existing study area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, impacts would be less than significant.

Promenade Retail Center and Vicinity Target Area

The Promenade Retail Center and Vicinity Target Area is a retail shopping center that also includes a middle school, and multi-family development. The area is mostly built out with relatively new development. Most residences are less than 25 years old. The General Plan Update proposes new retail, commercial, and office land uses integrated with residential development, which would be compatible with and similar to existing land uses. New urban development in this area would have the potential to substantially increase building heights in this target area and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, future development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below under the heading Proposed General Plan Update Goals and Policies. The General Plan Update envisions high-quality architecture and landscaping and transit-focused pedestrian-friendly development in this area. Enhanced bus service would be encouraged in this area to support development. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

Escondido Research Technology Center North SPA

The ERTC North SPA is mostly developed and is characterized by industrial and commercial uses, an SDG&E power plant, the new Palomar Medical Center West hospital campus, and a SPRINTER station. Some established single family homes are located in the northern portion of the SPA. As discussed above in Section 4.1.1.3, Community Character, no cohesive visual theme exists in the area. This area is bisected by Escondido Creek and contains undulating topography. The General Plan Update proposes new commercial uses, office uses and limited low scale medical employee housing, specifically for the medical and research and development industries. Land uses would be intensified along Auto Parkway between the transit station and Palomar Hospital, due the area's proximity to the SPRINTER transit station, SR-78 and I-15. Therefore, the General Plan Update would accommodate land uses similar to some of the existing land uses in the study area. However, existing, single family residential land uses would be phased out. These land uses are currently incompatible with the existing SPA development, which does not have a residential character.

Additionally, increased building heights and intensities would be focused along Citracado Parkway, Auto Park Way, and in areas more distanced from residences west of the SPA to ensure compatibility. Increased building heights would have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, future development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below under the heading Proposed General Plan Update Goals and Policies. Specific attention would be given to achieving compatibility with semi-rural residential areas outside of the SPA to the west by incorporating lower intensity land uses, building materials, heights, orientation, colors, heights, screening, lighting and signage along the edge of the SPA to create a buffer between the two land use types. The General Plan Update envisions high-quality architecture and landscaping and transit-focused pedestrian-friendly development in this area. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, implementation of the General Plan Update would enhance the existing visual character of this study area and impacts would be less than significant.

Escondido Research Technology Center South SPA

The ERTC South SPA is mostly undeveloped but does contain a small number of established single family residences. As discussed above in Section 4.1.1.3, Community Character, no cohesive visual theme exists in the area. This area is bisected by Escondido Creek and contains undulating topography. Similar to the ERTC North SPA, increased building heights and intensities would be focused along Citracado Parkway and in areas more distanced from residences to ensure compatibility. Increased building heights would have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, future development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as discussed below under the heading Proposed General Plan Update Goals and Policies. Specific attention would be given to achieving compatibility with semi-rural residential areas along the edges of the SPA by incorporating lower intensity land uses, building materials, heights, orientation, colors, screening, lighting and signage that are compatible with the Harmony Grove community. Development would include trail connections to Escondido Creek, which would remain a dominant visual feature in the area. Existing grading regulations would minimize changes to the undulating topography in the SPA. Additionally, approximately 70 percent of the site is considered undevelopable in order to maintain open space areas that contain habitat. This open space would preserve some natural, undulating topography and provide an additional buffer to residences outside the SPA. Therefore, development under the General Plan Update would not result in the removal of buildings or features that contribute to the visual quality of the area. Future development would be required to comply with the General Plan Update development policies which would ensure construction of high quality development, as addressed below in the discussion of Proposed General Plan Update Goals and Policies. The General Plan Update envisions master planned architecture to ensure quality design in this area. Therefore, although new development would be accommodated in the ERTC South SPA which would change the existing low density residential visual character of the area, future development would be required to comply with planning, architectural and landscaping standards and provide open space areas within the SPA, which would ensure compatibility and consistency with the unique natural features in the area. Implementation of the General Plan Update would not substantially degrade the visual character of this study area because it would not allow the introduction of features or

land uses that would detract from or contrast with the important visual elements that currently define the existing SPA. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, impacts would be less than significant.

Downtown Specific Plan Update

The existing Downtown SPA is partially developed with a historic, walkable retail and service core, single family and multi-family residences, shopping centers on the western and northern ends, and office and retail to the east. Grape Day Park and the historic downtown area are key visual elements in the SPA. The Downtown Specific Plan Update envisions a compact, walkable downtown, with high quality architecture and landscaping, and access to transit and urban trails. The plan would accommodate retail, mixed use multi-family residential, commercial, and office land uses. Therefore, the proposed land uses are generally the same as existing land uses; however, the density would be intensified under the proposed specific plan update. For example, an existing low intensity commercial development in the northern area of the SPA would remain a commercial use but be intensified under the specific plan update. The development of new urban uses in this SPA would have the potential to substantially increase building heights and impact visual quality. Clusters of tall buildings have the potential to create ground winds, obscure access to sunlight, and create shading on adjacent buildings. However, new development and redevelopment would be required to comply with the development standards and guidelines proposed in the General Plan Update and Downtown Specific Plan, which would ensure the construction of high quality facilities and would not allow the degradation of the existing visual quality of the area. The General Plan Update and Specific Plan Update envision an extension of Grape Day Park to the north to provide the urban trails to connect the existing and future shopping areas in the city. The plans also propose increased residential densities and increased allowable building heights surrounding the park. This development pattern and park extension would provide additional focus on Grape Day Park as a visual resource, which would enhance the existing character of the area. Additionally, a COA would continue to be required for any physical changes to buildings in the historic downtown district. The purpose of the COA is to ensure that the historical character of the area is not adversely affected by new development. Projects would be subject to design review by the City, which would ensure that adverse impacts such as ground winds, shading, and sunlight obstruction would be minimized in order to maintain consistency with existing development and support the General Plan vision for this area. Therefore, the Downtown Specific Plan Update would not substantially degrade the existing character or quality of the SPA and impacts would be less than significant.

Section 4.4 – Biological Resources

On Draft EIR page 4.4-1, the following text has been added to the first paragraph under the heading Existing Conditions:

The General Plan Update planning area outside of the City's boundaries is located within the boundary of County of San Diego's South County and North County MSCP areas, and adjacent to the City of San Diego's MSCP Cornerstone Lands at Hodges Reservoir and San Pasqual Valley.

On Draft EIR page 4.4-5, the following text has been revised in the second paragraph under the Focused Planning Areas heading:

Daley Ranch is located in the northeastern portion of the City, north of Dixon Lake and west of Valley Center Road. The Daley Ranch Conservation Bank is an approved mitigation bank to satisfy the environmental mitigation requirements of development projects throughout all of western San Diego County. This 3,058-acre property is heavily covered with a variety of threatened and endangered species. There are thousands of acres of chaparral and coastal sage scrub, several large stands of coast live oak and Engelmann oak woodland, wetlands and non-native grasslands. Within the Daley Ranch Conservation Bank there are 2,842 conservation credits approved for use as mitigation for five categories of species and habitat: chaparral and unoccupied coastal sage scrub, coast live oak woodland, Engelmann oak woodland, and non-native grassland (City 2012). The Rancho San Pasqual Specific Plan Area (SPA), amended in 1997, is located at the southeastern edge of the City and includes approximately 447 acres of natural open space. Natural vegetation communities include coastal sage scrub, chaparral, oak woodland and riparian areas. The SPA also includes the dedication of a 32-acre parcel to the City along Cloverdale Creek immediately south of Rockwood Road for revegetation and enhancement. Approximately 185 acres in Kit Carson Park, located in the southeastern area of the City on Bear Valley Parkway, have been preserved as natural habitat. Open space areas include a riparian area and hillsides dominated by coastal sage scrub. The portion of San Pasqual Valley in the planning area is located just north of San Dieguito River Valley Regional Open Space Park, also known as the San Dieguito River Park, in the City of San Diego, which occurs on land owned and managed by the City of San Diego Public Utilities Department.

On Draft EIR page 4.4-6, second paragraph, the following text has been revised:

The areas surrounding Hodges Reservoir and along the southern boundary of the General Plan Update planning area within the City of San Diego's MSCP Subarea Plan are identified as Cornerstone Lands, a core biological area protected in perpetuity ~~targeted for conservation~~ (City of San Diego 1997).

On Draft EIR page 4.4-21, the following text has been revised in the first paragraph under the heading Federal, State, and Local Regulations and Existing Regulatory Processes:

The federal ESA requires a Section 7 or Section 10 process be undertaken with the USFWS if a project would result in take of a federally listed species, while the CESA prohibits take of state-listed species without securing a Section 2081 permit. For example, Section 7 or Section 10 consultation with the USFWS would be required for potential impacts to coastal sage scrub habitat that is occupied by the coastal California gnatcatcher.

Section 4.5 – Cultural and Paleontological Resources

On Draft EIR page 4.5-14, the following text has been added under the heading Historic Buildings and Significant Historical Sites:

The County of San Diego's Historic Sites Board is an advisory body that reviews historic resources for landmarking, participation in the Mills Act, and conformance with the Secretary of the Interior's Standards. The Historic Sites Board has identified two historic properties located in the General Plan

Update area: King Ranch House, located at 1445 Navel Place, and Jessie C. Holmes Lemon Ranch Residence, located at 1106 Birch Avenue (County of San Diego Historic Sites Board 2009, DPLU 2011).

On Draft EIR page 4.5-46, mitigation measure Cul-3 has been revised as follows:

Cul-3 Require that significant archaeological resources be preserved in-situ, as feasible. The incorporation of resources into historical parks and multiple use recreation parks shall be encouraged. When avoidance of impacts is not possible, data recovery mitigation shall be required for all significant resources. Any significant artifacts recovered during excavation, other than cultural material subject to repatriation, shall be curated with its associated records at a curation facility approved by the City. Excavation of deposits of Native American origin shall be coordinated with and monitored by local Native American representatives.

Section 4.7 – Greenhouse Gas Emissions

On Draft EIR page 4.7-21, the discussion of the SANDAG Energy Roadmap Program has been updated as follows:

The Energy Roadmap Program is coordinated by SANDAG to offer energy-planning assistance to local governments in the San Diego region through an energy-efficiency partnership with SDG&E. The Energy Roadmap Program assists local governments in meeting state and regional sustainability goals. It implements the SANDAG Regional Energy Strategy (2009) and Climate Action Strategy (2010), as well as the California Public Utilities Commission Long-term Energy Efficiency Strategic Plan. The program provides energy management plans, or “energy roadmaps,” to local jurisdictions. The roadmaps offer a detailed, comprehensive framework for saving energy at the government facilities and in the communities as a whole. Escondido began its Energy Roadmap with SANDAG in April 2011. As of February 2012, baseline electricity and natural gas use for 29 municipal sites was established through this program. The 29 preliminary energy assessments indicated that almost all Escondido municipal sites were performing significantly more efficient than comparable facilities in California and the nation. Either in response to a specific issue discovered through the site assessment process, or as instructed by city staff, eight sites and two technologies citywide were identified to be further evaluated in the form of comprehensive energy audits. The energy assessments were performed at no cost to the City. Escondido is finalizing its Energy Roadmap with SANDAG, which is scheduled for completion in March 2012. Currently, Escondido is in Phase 2 of the Energy Roadmap Program; energy assessments of the City’s facilities have been completed, and SANDAG is currently finalizing Energy Conservation Measures (ECMs) for the City. The government operations component of the roadmap ~~will~~ includes the following elements:

- Saving Energy in City Buildings and Facilities
- Demonstrating Emerging Energy Technologies
- Greening the City Vehicle Fleet
- Developing Employee Knowledge of Energy Efficiency
- Promoting Commuter Benefits to City Employees
- ~~Energy efficiency assessments of the buildings, facilities, and sites operated by the City;~~
- ~~Identification of clean transportation options for the City fleet and employee commutes;~~

- ~~Staff education and training;~~
- ~~Available partnerships and funding; and~~
- ~~Emerging technology demonstrations.~~

The communitywide component of the Roadmap will provide the following elements:

- Leveraging Planning and Development Authority, including smart growth development policies, energy efficient building upgrades, and clean and efficient transportation options
- Marketing Energy Programs to Local Residents, Schools, and Businesses
- Supporting Green Jobs and Workforce Training opportunities
- ~~Identification of policy measures and ordinances;~~
- ~~Public engagement and education materials;~~
- ~~Workforce education and training opportunities; and~~
- ~~Overview of smart meters and smart grid technology.~~

Section 4.8 – Hazards and Hazardous Materials

On Draft EIR page 4.8-37, the following text has been revised in the third paragraph under the heading General Plan Update and Downtown Specific Plan Update:

The McClellan-Palomar Airport is located approximately 10 miles to the west of the proposed project area. Portions of the proposed project area, west of I-15, are within the McClellan-Palomar Airport's AIA Review Area 2, which has the same height restrictions as identified above for the Ramona AIA Review Area 2; however, the General Plan Update area is located entirely outside of the airport's overflight notification area. The General Plan Update proposes low density residential land uses (Estate I, Estate II, Rural I, and Rural II) or public land/open space within the AIA for the McClellan-Palomar Airport.

Section 4.9 – Hydrology and Water Quality

On Draft EIR page 4.9-20, the following text has been added after the description of the County of San Diego Hydromodification Plan:

City of Escondido Hydromodification Management Plan

The City's Hydromodification Management Plan (HMP) was adapted from the Countywide HMMP and adopted in January 2011. The HMP establishes post-project flow requirements for Priority Development Projects. Priority Development Projects are required to implement hydromodification mitigation measures so that post-project runoff flow rates and durations do not exceed pre-project flow rates and durations where such increases would result in an increased potential for erosion or significant impacts to beneficial uses. Hydromodification mitigation can include:

- Demonstration of no post-project increase in impervious area and resultant peak flow rates as compared to pre-project conditions;
- Installation of Low Impact Development (LID) BMPs, such as bioretention facilities, to control runoff flows and durations from new impervious areas;

- Mitigation of flow and durations through implementation of extended detention flow duration control basins;
- Preparation of continuous simulation hydrologic models and comparison of the pre-project and mitigated post-project runoff peaks and durations (with hydromodification flow controls) until compliance is achieved; and
- Implementation of in-stream rehabilitation controls to demonstrate that projected increases in runoff peaks and/or durations would not accelerate erosion to the rehabilitated receiving stream reach.

The HMP includes a decision matrix to lead project applicants through the HMP compliance options.

On Draft EIR page 4.9-21, the following text has been added after the description of the San Luis Rey Watershed Urban Runoff Management Plan:

City of San Diego Groundwater Management Plan for the San Pasqual Valley

The Groundwater Management Plan (GMP) for the San Pasqual Valley groundwater basin is an adaptive management plan for the basin. The purpose of the GMP is to serve as the initial framework for coordinating the management activities into a cohesive set of basin management objectives (BMOs) and related actions to improve management of the groundwater resource in San Pasqual Valley. The goal of the GMP is to understand and enhance the long-term sustainability and quality of groundwater within the basin, and protect this groundwater resource for beneficial uses including water supply, agriculture, and the environment. This goal is anticipated to be accomplished through five management objectives and five accompanying plan components. The management objectives are: 1) protect and enhance water quality; 2) sustain a safe, reliable, local groundwater supply; 3) reduce dependence on imported water; 4) improve understanding of groundwater elevation, basin yield and hydrogeology; and 5) partner with the agricultural and residential communities to continue to improve implementation of best management practices. The five plan components that are outlined in detail in Chapter 3 of the GMP are stakeholder involvement, a monitoring program, groundwater resources protection, groundwater sustainability, and planning integration. The GMP only applies to the land within the jurisdiction of the City of San Diego; therefore, future development consistent with the Escondido General Plan Update and within the jurisdiction of the City of Escondido would not be subject to this plan.

Section 4.12 – Noise

On Draft EIR page 4.12-35, the following text has been revised under the heading Summary:

Compliance with this policy would reduce potential groundborne vibration impacts related to future development, however, additional mitigation is necessary to ensure proper setbacks are established. The to a less than significant level. However, the proposed project would also still result in a potentially significant impact related to groundborne noise during construction, potential damage to buildings that may be susceptible to vibration damage from construction equipment, and placement of land uses in close proximity to vibration impacts from the SPRINTER.

Section 4.14 – Public Services

On Draft EIR page 4.14-17, the following text in Section 4.14.1.4, Libraries, has been revised:

Founded in 1898, the Escondido Public Library Department serves residents with a Main Library, ~~an East Valley Library Branch,~~ and the Escondido Pioneer Room. The Main Library is located at 239 South Kalmia Street, Escondido, CA 92025 and offers library services, microfilm, movies, video tapes, community programs, and meeting rooms. The Main Library provides residents with a source for over 300,000 books, videos, books on tape and CDs (including electronic books and electronic audiobooks); technology and resources; free programs for adults and children; literacy tutoring; and low cost meeting places (EGP 1990). ~~The East Valley Branch Library is located in the East Valley Community Center on East Valley Parkway and is a source for: up to date books, videos, books on tape, and CDs; state-of-the-art technology and resources; free programs for children and adults; and literacy tutoring for adults.~~

On Draft EIR page 4.14-32, first paragraph, the following text has been revised:

The final report from the Library Task Force determined that the Escondido Public Library had deficient facility space and was unable to meet the quality of life standards identified in the adopted General Plan (1990). Library facilities in Escondido have not been expanded since 1996, ~~when the East Valley Branch was opened. Under existing conditions,~~ and the Escondido Public Library does not meet their established service standards (City 2006).

Section 4.15 – Recreation

On Draft EIR page 4.15-1, the following text has been revised under the heading Existing Parks:

All parks within the proposed project area are operated by the City, with the exception of Felicita County Park and the San Diego County Open Space Area, which is are owned and operated by the County of San Diego Department of Parks and Recreation.

On Draft EIR page 4.15-3, Table 4.15-1, Escondido Parks Facilities, has been revised as follows:

Park	Developed Acreage	Undeveloped Acreage	Total Acreage
Regional Open Space Parks			
<u>Del Dios Highlands Preserve</u>	<u>464.0</u>	<u>--</u>	<u>464.0</u>
Regional Open Space Total	4,631,509.5	<u>--</u>	4,631,509.5

Source: Escondido General Plan Update Community Health and Services Element 2011, County of San Diego 2012

On Draft EIR page 4.15-7, the following text has been revised under the Regional Parks heading:

Regional Parks, such as Daley Ranch, Lake Dixon, Lake Wohlford, Del Dios Highlands Preserve and Kit Carson Park are large land holdings intended for the public's enjoyment of the natural landscape. Daley Ranch provides public hiking, riding and picnicking opportunities in a natural setting in conjunction with a habitat conservation land bank. Lake Dixon and Lake Wohlford offer a variety of recreational opportunities including hiking, fishing and boating. Kit Carson Park, a combination regional and community park, provides active recreational opportunities, with natural acreage set

aside for more passive activities and habitat preservation. Del Dios Highland Preserve provides a passive trail open for hiking, mountain biking, and equestrian use.

On Draft EIR page 4.15-8, the following text has been revised in Section 4.15.1.2, Trails:

All trails within the proposed project area are owned and operated by the City, with the exception of the spur trail that traverses the County of San Diego’s Del Dios Highlands Preserve.

Section 4.16 – Transportation and Traffic

On Draft EIR page 4.16-9, the following text has been added under the heading Valley Parkway:

A Transit Queue Jump lane exists on Valley Parkway, east of Centre City Parkway, which allows buses to bypass traffic congestion at the Valley Parkway/Centre City Parkway intersection.

On Draft EIR pages 4.16-20 through 4.16-38, Table 4.16-2, Existing and Proposed Roadway Operations, the following changes have been made:

1. The column heading Adopted CE Capacity (LOS E) has been revised to Adopted City General Plan Classification (County Classification).
2. Broadway from Mountain Meadow Road to North Avenue has been identified as a 2-lane Community Collector in the Adopted County General Plan.
3. Valley Center Road north of Lake Wohlford Road has been identified as a 4-lane Major Road in the Adopted County General Plan.
4. Del Dios Highway from Via Rancho Parkway to Mount Israel Road has been identified as a 2-lane Community Collector in the Adopted County General Plan.
5. Bear Valley Parkway from Mary Lane to Sunset Drive has been identified as a 4-lane Major Road in the Adopted County General Plan.
6. Bear Valley Parkway from Sunset Drive to San Pasqual Valley Road has been identified as a 4-lane Major Road in the Adopted County General Plan.
7. The footnotes in Table 4.16-20 have been updated as follows:

1. Capacities based on City of Escondido Roadway Classification & LOS table (see Table 4.16–1).
2. Average Daily Traffic.
3. Level of Service.
4. Volume to Capacity ratio.
5. County of San Diego roadway classification included only for roadways within the unincorporated area where the County’ proposed classification is different than the adopted County classification.
6. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.
7. Roadway currently built as three lanes traveling in one direction and a capacity of 30,000 ADT used in this roadway segment analysis. This portion of 2nd Avenue is classified as a 4-lane collector on the Escondido General Plan ~~Circulation-Mobility and Infrastructure Element~~; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
8. Roadway currently built as three to four lanes traveling in one direction and a capacity of 35,000 ADT was used in analysis. This portion of Grand Avenue is classified as a 4-Lane Collector on the Escondido General Plan ~~Circulation-Mobility and Infrastructure Element~~; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
9. Roadway currently built as three lanes traveling in one direction and a capacity of 30,000 ADT was used in analysis. This portion of Valley Parkway is classified as a 4-lane collector on the Escondido General Plan ~~Circulation-Mobility and Infrastructure~~

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

- Element; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
10. Roadway currently built as five lanes traveling in one direction and an average of 4-lane Major and 6-lane Super Major used in analysis. This portion of Valley Parkway is classified as a 4-lane collector on the Escondido General Plan ~~Circulation~~-Mobility and Infrastructure Element; however, since this roadway is likely to continue operating as a one-way roadway, the exiting one-way capacity was used in the 2035 analysis.
 11. This roadway segment is currently within the jurisdiction of the County of San Diego.
 12. This roadway segment is partially within the jurisdiction of the County of San Diego.
- Bold** typeface represents an LOS worse than City standards.
 GP = General Plan; LU = Land Use; ~~CEMIE~~ = ~~Circulation~~-Mobility and Infrastructure Element

On Draft EIR page 4.16-45, the discussion under the heading Bus Service has been revised as follows:

North County Transit District (NCTD) and Metropolitan Transit System (MTS) provides bus service to the proposed project area. Service is generally provided along major circulation corridors with a heavier concentration of bus routes in the downtown area. NCTD provides three types of bus services in the proposed project area, including local bus service, County transit service, and express bus service. Local bus service is generally provided at 30 to 60 minute intervals and provides local access within the City and surrounding communities. County transit service provides bus service along rural routes connecting Escondido to the unincorporated Valley Center community. MTS provides eExpress bus service is provided from the City's downtown area to the City of San Diego and local bus service from the Del Lago Transit Station to the City of San Diego.

~~SANDAG, in cooperation with t~~The City and NCTD, also operates a ~~Bus Rapid Transit (BRT) the Escondido Rapid bus service that.~~ BRT provides a "rapid bus" connection along Escondido Boulevard between the Escondido Transit Center and Westfield Shoppingtown TA. This service also connects to the SPRINTER passenger rail line at the Escondido Transit Center, existing ~~Metropolitan Transit System (MTS) trolley and bus services, and to future I-15 BRT rapid bus services.~~ Figure 4.16-3, Rapid Bus and Rail Transit, identifies existing NCTD BRT rapid bus routes within the proposed project area.

There are two major bus transfer points located within the proposed project area: Escondido Transit Center and ~~Second Avenue~~ Del Lago Transit Station. The Escondido Transit Center, located on Valley Parkway at Quince Street, provides bus transfers between 10 separate bus routes, the existing SPRINTER passenger rail line and taxi service. A park-and-ride lot is provided at the Escondido Transit Center. The Second Avenue bus transfer point Del Lago Transit Station is located at Westfield Shoppingtown (North County Fair) on ~~Via Ranch Parkway~~ Del Lago Parkway at I-15. ~~Timed transfers between three different bus routes, a park-and-ride lot, and transfers between~~ This transit station connects NCTD Route 350 and MTS Route 20 ~~take place at Westfield Shoppingtown (North County Fair).~~

On Draft EIR page 4.16-48, the following text has been added under the heading Title 23, Code of Federal Regulations:

Section 450.320 of Title 23 requires that each transportation management area (TMA) address congestion management through a process (Congestion Management Process) involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding.

SANDAG has been designated as the TMA for the San Diego region. The 2050 Regional Transportation Plan (RTP) meets the requirements of the Congestion Management Process by incorporating the following federal congestion management process: performance monitoring and

measurement of the regional transportation system, multimodal alternatives and non-single occupant vehicle analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program process (SANDAG 2012).

On Draft EIR page 4.16-50, the Congestion Management Program discussion has been revised as follows:

Congestion Management Program Process

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is a part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The San Diego region has elected to be exempt from the State CMP. ~~As a result, existing CMP monitoring, threshold levels, guidelines and mitigation strategies are incorporated into other SANDAG plans and/or programs. and, since this decision, SANDAG has been abiding by Federal Highway Administration 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process.~~

On Draft EIR pages 4.16-82 through 4.16-84, the discussion of mitigation for Issue 1: Traffic and LOS Standards has been revised as follows:

Some significant impacts to street segments and intersections resulting from implementation of the proposed project would be mitigated to a less than significant level, while others would not. A discussion of the both infeasible and feasible mitigation measures identified to reduce significant project traffic impacts is provided ~~discussed~~ below.

Infeasible Mitigation Measures

As part of the proposed project, some roadways within the proposed project area would undergo reclassification. These roadways would not be widened to the extent proposed in the currently adopted General Plan due to existing right-of-way constraints and to avoid community character impacts associated with additional widening. However, none of the reclassified roadways would result in an unacceptable LOS. For other segments, implementation of the improved roadway capacity lane configurations proposed in the Mobility and Infrastructure Element would result in intersections resulting in an unacceptable LOS.

Partially Mitigated Impacts

Implementation of mitigation measure Tra-1 would partially mitigate impacts to the four roadway segments and six intersections listed in the measure. However, even after implementing treatment and technology improvements, impacts to these street segments and intersections would remain significant because the facilities would continue to operate at an unacceptable LOS. Implementation of mitigation measure Tra-2 would fully mitigate the impact to Montiel Road between Nordahl Road and Deodar Road. However, the mitigation for the proposed project's impact to the segment of Montiel Road is considered to be infeasible because the timing and implementation of the mitigation measure is within the jurisdiction of the City of San Marcos and cannot be guaranteed by the City of Escondido. If and when the City of San Marcos desires to mitigate the impact to this segment, the City of Escondido would coordinate with San Marcos when significant traffic impacts

to this segment are attributed to specific projects being processed in the City of Escondido. These projects would be required to undertake mitigation, such as a fair share contribution, pursuant to city direction. Therefore, impacts to the segment of Montiel Road between Nordahl Road and Deodar Road would remain significant and unavoidable.

Tra-1 ~~The City of Escondido shall implement intersection improvement treatment and adaptive traffic signal control technology along the following roadway segments and at the following intersections prior to reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Implementation of the General Plan Update would result in certain roadway segments and intersections experiencing significant and unavoidable traffic impacts. To offset the impacts, these segments and intersections would undergo intersection improvement treatment and adaptive traffic signal control technology to improve traffic flow. However, even after implementing such treatment/technology improvements, impacts to the following street segments and intersections would remain significant and unavoidable.~~

Roadway Segments

- Mission Road between Barham Drive and Auto Park Way (LOS E)
- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)

Intersections

- Nordahl Road/Auto Park Way/Mission Road (LOS E, PM peak hour)
- ~~I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)~~
- Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
- Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours, respectively)
- Ash Street/Valley Parkway (LOS E, both AM/PM peak hours)
- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)
- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively)

~~In addition, the proposed project would result in a roadway segment impact to Montiel Road between Nordahl Road and Deodar Road, which is located within the City of San Marcos. The mitigation for the proposed project's impact to this segment is considered to be infeasible because the timing and implementation of the mitigation measure is within the jurisdiction of another city and cannot be guaranteed by the City of Escondido. The following mitigation measure would reduce this impact to a less than significant level.~~

Tra-2 **Montiel Road between Nordahl Road and Deodar Road.** The City of Escondido shall implement adaptive traffic signal control technology along Montiel Road between Nordahl Road and Deodar Road prior to the segment reaching an LOS of E or F. Adaptive traffic signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Feasible Mitigation Measures Fully Mitigated Impacts

The following mitigation measures would reduce significant impacts to the following intersections and roadway segments to a level below significant. ~~However, if at any time the City~~

~~determines widening of the identified segment is infeasible, then impacts would be significant and unavoidable.~~

Tra-13 Escondido Boulevard between 13th Avenue and 15th Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Escondido Boulevard between 13th Avenue and 15th Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-24 Centre City Parkway between 13th Avenue and Felicita Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Centre City Parkway between 13th Avenue and Felicita Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-35 Escondido Boulevard between 15th Avenue and Felicita Avenue. Implementation of mitigation measure Tra-810 would reduce impacts to Escondido Boulevard between 15th Avenue and Felicita Avenue to a level below significant.

Tra-46 Escondido Boulevard between Felicita Avenue and Sunset Drive. Implementation of the mitigation measure Tra-810 would reduce impacts to Escondido Boulevard between Felicita Avenue and Sunset Drive to a level below significant.

Tra-57 Citrus Avenue between Washington Avenue and Valley Parkway. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Washington Avenue and Valley Parkway prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-68 Citrus Avenue between Bear Valley Parkway and Glen Ridge Road. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Bear Valley Parkway and Glen Ridge Road prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-79 9th Avenue between La Terraza Boulevard and Tulip Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between La Terraza Boulevard and Tulip Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-810 Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street. The City of Escondido shall implement adaptive traffic signal control technology along Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-911 Mission Avenue between Rose Street and Midway Drive. The City of Escondido shall implement adaptive traffic signal control technology along Mission Avenue between Rose Street and Midway Drive prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-12 Interstate 15 Southbound Ramps/Valley Parkway Intersection. The City of Escondido shall provide a second right turn lane at the I-15 Northbound ramps to partially mitigate the impacts at this intersection. Future land developments would be required to contribute a fair share towards this improvement as well as any other improvements that may needed in the future to mitigate this impact to below a level of significance.

Section 4.17 – Utilities and Service Systems

On Draft EIR page 4.17-11, the following text has been added following the description of the Vallecitos Water District:

Harmony Grove Sewer Maintenance District

The Harmony Grove Sewer Maintenance District was established in 2007 in response to the proposed development of the approved 468-acre Harmony Grove Village project, partially located within the General Plan Update boundary near the intersection of Harmony Grove Road and Country Club Drive. The Harmony Grove Sewer Maintenance District is coterminous with the development project. However, Harmony Grove Village has not been developed and there are currently no wastewater facilities within the district. It is anticipated that sewage flows from the future development will be conveyed to an on-site wastewater treatment facility; however, the facility has not been built (County of San Diego 2010, 2011).

On Draft EIR page 4.17-22, the following text has been added following the description of the Sewer System Management Plan and Sewer Overflow Response Plan:

County of San Diego Uniform Sewer Ordinance

The County of San Diego Uniform Sewer Ordinance (USO) regulates sewage collection and treatment systems within the County's jurisdiction. The ordinance prohibits any connection between a sewer service lateral and any building sewer upon or within private property without a permit from the County. A Wastewater Discharge permit must also be obtained before the connection can be made. Any such connection must be made to the sewer prior to the installation of any plumbing fixtures discharging into the building sewer.

On Draft EIR page 4.17-42, the following text has been revised under the heading Summary:

However, until EWWD's Wastewater Master Plan and VWD's Master Plan is updated to account for growth anticipated under the proposed General Plan Update, impacts would remain significant.

On Draft EIR page 4.17-54, mitigation measure Util-2 has been revised as follows:

Util-2 The EWWD Wastewater Master Plan shall be updated to accommodate the buildout of the proposed General Plan Update. This shall be achieved by increasing and/or expanding existing

wastewater infrastructure and other measures/strategies that will achieve the goal of providing adequate wastewater facilities to serve the buildout of the General Plan Update. The City shall also coordinate with VWD during its next Master Plan Update process to ensure that it provides the necessary wastewater facilities to adequately account for the growth identified in the General Plan Update.

Chapter 5 – Other CEQA Considerations

On Draft EIR page 5-3, the second paragraph in Section 5.1.2, Employment Growth, has been revised as follows:

Additionally, intensified non-residential land uses proposed in the Escondido Research Technology Park (ERTC) North and South SPAs, Nutmeg Street Study Area, Centre City Parkway/Brotherton Road Target Area, and the Westfield Shoppingtown Target Area would be located in close proximity to adjacent jurisdictions (City of San Marcos, City of San Diego, and unincorporated San Diego County).

On Draft EIR page 5-11, the following text has been revised under the heading Transportation and Traffic:

- **Issue 1 – Traffic and Level of Service Standards:** As part of the proposed project, some roadways within the proposed project area would undergo classification downgrades and would not be widened to the extent proposed in the currently adopted General Plan. The downgrading proposed within the General Plan Update would result in a significant and unavoidable impact to four roadway segments and ~~seven~~ six intersections, even with implementation of mitigation measure Tra-1. A fifth roadway segment impact (Montiel Road) is located outside of the City's jurisdiction and is considered significant and unavoidable because implementation of ~~the identified~~ mitigation measure Tra-2 to reduce the impact cannot be assured. Implementation of the improved roadway capacity lane configurations proposed in the Mobility and Infrastructure Element would result in impacts to nine additional roadway segments resulting in intersections that operate at unacceptable LOS levels. Mitigation measures Tra-~~31~~ through Tra-129 would reduce these impacts to a level below significant.
- **Cumulative Impact – Traffic and Level of Service Standards:** The proposed project would have a cumulatively considerable contribution to a significant cumulative impact in the region associated with increased in traffic and unacceptable LOS. Mitigation measures Tra-~~31~~ through Tra-129 would reduce direct project impacts to a level below significant. However, the downgrading proposed within the General Plan Update would result in a significant and unavoidable impact to ~~seven~~ six intersections and four roadway segments, even with implementation of mitigation measure Tra-1. A fifth roadway segment impact is located outside of the City's jurisdiction and is considered significant and unavoidable because implementation of ~~the identified~~ mitigation measure Tra-2 to reduce the impact cannot be assured. Therefore, the proposed project, in combination with other cumulative projects, would result in a significant and unavoidable cumulative impact to traffic and LOS.

Chapter 7 – References

The following references have been added to this chapter of the Draft EIR:

City of Escondido (City 2012). Daley Ranch Conservation Bank. Accessed March 5, 2012, available at <http://www.escondido.org/daley-ranch-conservation-bank.aspx>

County of San Diego Historic Site Board. 2009. Historic Property List. July 20. Accessed March 2, 2011, available at <http://www.sdcounty.ca.gov/dplu/4Historic/main.html>

County of San Diego. 2010. County of San Diego Sewer System Management Plan. June.

County of San Diego Department of Planning and Land Use (DPLU). 2011. Board Minutes, Historic Site Board, October 18, 2010. Approved January 24.

County of San Diego. 2012. Del Dios Preserve trail map. Accessed March 2, 2012, available at http://www.co.san-diego.ca.us/reusable_components/images/parks/doc/Trails_Del_Dios.pdf

San Diego Association of Governments (SANDAG 2012). Congestion Management Process. Accessed March 5, 2012, available at <http://www.sandag.org/index.asp?projectid=13&fuseaction=projects.detail>