

I-3 Lisa Amantea (1)

I-3-1 The comment asks if the “village” that the Draft EIR is referring to is the gas station. The “Village” regional land use category does encompass the gas station, as well as approximately 58 acres of land on the project Site and land to the south and east of the project Site around the I-15/Deer Springs Road interchange. See Figure 1-38 of Chapter 1 of the Draft EIR, Existing Regional Land Use Categories.

I-3-2 The comment states that millennials won’t be able to afford the homes or want to live in a place that requires cars. The comment states that according to research young families are opting to live near established transit centers and are looking for options that do not require a car to get places. The comment also states that it is unclear as to how or where any transit centers or improvements to the I-15 will be built or located. As stated in Section 2.13 Transportation and Traffic on page 2.13-56 of the Draft EIR, the project would consist of a Traffic Demand Management (TDM) Program that includes the following features:

- an electric bike-share program as alternative to driving inside the project;
- a demand-responsive shuttle service for project residents and employees that includes stops at individual neighborhoods within the project Site, at Twin Oaks Elementary School, and the Escondido Transit Center and/or the San Marcos Civic Center (refer to Appendix D of Appendix R3 to the EIR);
- a network of nineteen (19) miles of trails and six (6) miles of bicycle lanes and routes, including approximately 2 miles of Class II bicycle lanes and a multi-use pathway along Deer Springs Road and Twin Oaks Valley Road from the project’s Town Center into the City of San Marcos;
- , subsidized transit passes for residents and employees;
- mobility hubs as a means of resident outreach and education;
- coordination with SANDAG on their iCommute program for carpool, vanpool, and rideshare options; and
- a transportation coordinator responsible for monitoring and aiding with the implementation of the project’s TDM Program.

Additionally, as part of the project’s improvements to the I-15/Deer Springs Road interchange as mitigation for project traffic impacts and subject to Caltrans approval, the project proposes improvements to the existing park-and-ride lot at the interchange to increase the capacity of the parking lot and to incorporate multi-modal amenities (e.g., lockers, bicycle racks, and electric vehicle charging stations). Finally, the project applicant has coordinated and, as part of the implementation of its TDM

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Program, would continue to coordinate with SANDAG, NCTD, and Caltrans for the siting of future transit infrastructure, including a possible transit stop in the Town Center and/or at the park-and-ride lots at the I-15/Deer Springs Road interchange.

- I-3-3** The comment asks what is being done to mitigate for the massive increase in traffic, the increase in greenhouse gases and air quality. The comment addresses general subject areas, which received extensive analysis in the Draft EIR. The EIR also identifies detailed mitigation measures for the project's traffic impacts and air quality impacts and the project would offset 100% of its GHG emissions. Please also see **Topical Responses AQ-1 through AQ-3, GHG-1 through GHG-4, and TR-1 through TR-3**. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.