

Forum regarding Proposed Water Distribution Facility
Summary of Questions/Comments Received from the Public
with Brief Staff Responses
EVCC, March 15, 2012

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- A traffic study is needed to address questions about a traffic choke point, the potential for high volume of heavy vehicles, and concerns for residents/children.
 - A traffic study would be completed as part of the overall design, engineering and environmental process. This has not been completed because the current study was only a feasibility study of the site in terms of space and operation.
- There is a need to maximize public notice of meetings.
 - Items presented at Council have and will be noticed via the normal meeting notices. Public meetings will be noticed via hard-copy mailers to stakeholders, the City web site, and emails to stakeholder groups (local HOA's, Friends of Daley Ranch, the Charros, sign-ins from the meeting etc.). To be added to the email distribution list, please email water@escondido.org.
- Jack's Creek Road may be used as short cut for City and other vehicles, creating danger to children.
 - The City will regulate and enforce the path of City vehicles. If this project moves forward the traffic study will analyze the use of Jack Creek road. City vehicles will be directed to use Save-a-Life Dr. and Beven Dr.
- The Mayor mentioned 1 building, why are there more? Why is the facility larger than the size that was quoted in the newspaper?
 - There are three building in the preliminary site plan of the feasibility study – the largest one for daily staff activities (mustering, meeting, recording work orders, etc.), a smaller one for Administration, and the smallest for a welding/tool shop. The size, location, and number of buildings are very preliminary, though the size and number of buildings will not increase (may decrease as needs are refined through design). Using multiple buildings also improves the architectural look of the site.
- Trucks from everywhere will be going through the area at 4:00 p.m. during peak congestion.
 - A traffic study will be completed as part of the project review. However, vehicle traffic from the site will be confined to Save-a-Life Drive and Beven Drive. There are 15 vehicles at the site that are 1-ton or greater. The remaining on-site vehicles will be $\frac{3}{4}$ ton (pickup trucks) or smaller. Most, but not all, will be leaving the site in the morning and entering in the evening.
- Why is all the money being spent here and not at other locations?

- While this potential project is a significant capital improvement project (CIP) (~\$5.7 million), it comprises a fraction of the overall capital budget. Other locations that will see significant CIP expenditure over the next five years are the Water Treatment Plant, various water reservoir (tank) replacements, and a number of pipeline replacements (including one to the Cemetery area).
- Did the Specific Plan (SP) protect this property from development?
 - The site lies outside the boundary of Daley Ranch and is part of the Northeast Gateway Specific Plan, in a subarea referred to as Planning Area 5. The project could be allowed by right under the SP but will be fully vetted by the public process. The designated land use for this area is “Modified Open Space”. This land use designation allows public utilities and utility easements as permitted uses; a water distribution facility is part of the City’s public utilities and would therefore be a permitted use under the existing specific plan.
- Someone needs to consider the effect on property values.
 - If this project moves forward the City will ask that this will be addressed during the project review.
- The Church had to give up land when they built, to evaluate cultural resources, to evaluate impacts to streets, and to address architectural concerns. Will it be the same here?
 - The feasibility study did a preliminary evaluation of biological and cultural resources, which will be presented at Council on March 21. A more complete environmental assessment will be completed during design and engineering of the project. The site will also be required to be designed to fit in with the surrounding community and landscape.
- Why can the city put facility here? Will the consultant look at cultural resources? Can they tell us what resources are there?
 - The property is City owned and this use is consistent with the Specific Plan for this area. A preliminary review of cultural resources has been completed and a more thorough review will be completed during design.
- Can the Charros be looked at as a cultural resource?
 - If the project moves forward the City would ask the environmental consultant to address the loss of the Charros from the site. A cultural analysis will be required as part of the CEQA environmental review, and can include an evaluation of the past long-term uses of the property.
- Will project parking lot impact views from Daley Ranch?
 - The site will be analyzed for visible impacts and any significant impacts would have to be mitigated through design and landscape. A visual analysis will be included in the CEQA document. We would typically require parking lot landscaping including trees to help screen views of the parking area.

- What about reconsidering other areas? Is the City performing similar feasibility studies on other areas?
 - This site was one of five reviewed by staff and selected, with Council approval, for further study. Council may, at its discretion, direct staff to study other sites if they become known. A feasibility study has not been conducted on other sites because this site was selected for study from the original five sites reviewed. All other sites considered to this point have a flaw that makes them less desirable.
- What will be the impact on home ownership?
 - If proper mitigation is used there should not be a negative impact on home ownership.
- What about rainfall cycles and high water volumes in certain years. Water will come down the canyon and might be more intense in future years. Has this been considered? What if the dam fails? Will this complex then fail?
 - The proposed site is high enough to be out of the flood plain and inundation zone of a Wohlford Dam failure (a very unlikely occurrence). In case of flooding, the site would be accessed via an emergency access road connecting to the Water Treatment Plant Road (just above Save-a-Life Drive). From the Water Plant, emergency access would be available to El Norte Parkway via Dixon Dam, roads around Lake Dixon, and La Honda.
- How will you address traffic concerns on neighborhood streets? After school, traffic may be doubled in Jack's Creek. At 4:30 people may take alternative routes to avoid heavy equipment. Near the soccer fields, parking already filling the streets.
 - See previous responses concerning future traffic study.
- Why not do it at Washington and Ash?
 - This site has already been considered but was found unsuitable due to traffic constraints, its very close proximity to a school and a senior living community, and zoning issues with outdoor storage.
- Consider retail sites for this site. The site is not a good site because it is not in the middle of the city. NC Transit is still in industrial area. Why not use that as example? This is too far away from the rest of the city.
 - Location within the City was considered as factor in selecting sites, with a central location being desirable. However, more central locations suffered other flaws, which left the site as the most desirable from an operations perspective. The site is already City owned (i.e. no land acquisition cost), it is close to the Water Treatment Plant (i.e. more efficient management of the site), and it offers quick access to Valley Parkway.
- What is the overall effect on Daley Ranch? What happens to recreational activity and wildlife at Daley Ranch?

- The site is adjacent to Daley Ranch, but not a part of Daley Ranch. Recreational activity at the Ranch will not be impacted, excepting intermittent closure of the horse-staging area near the Caballos Trailhead during construction only. The horse staging itself is not a part of Daley Ranch and, at Council discretion, may be improved as part of the overall project.
- How is a traffic study performed?
 - The environmental process requires that all roads and intersections affected by the project be analyzed. These criteria would be applied to the traffic study for this site. The traffic engineer will address the amount of project-related traffic added to East Valley Parkway and Beven Drive and will also address potential impacts to neighborhood traffic. They will document existing roadway conditions, count traffic, model new traffic flows, and evaluate site access.
- Is the temporary storage going to be removed? What process did the temporary storage go through to be put up?
 - The temporary storage area will be removed when a new Water Yard is constructed. The area was selected for temporary storage because there was an immediate need and it was close to the Water Plant and the leading site for a relocated Water Yard.
- Did anyone look at the requirements of the Northeast Gateway?
 - Yes. This area is guided by a Specific Plan as previously mentioned.
- Why isn't the East Valley Community Center a potential location for the water yard?
 - Zoning restrictions for outdoor storage, its immediate proximity to a child-care facility, and limited space make this site infeasible.
- What is the estimate for construction? Why 4.5-6 million?
 - This cost includes all design, engineering, environmental review, site preparation including grading, and construction. Construction is estimated to take 12 to 18 months. These figures are very preliminary.
- Why can't the City cut a piece out of the existing public works yard location for the water yard?
 - Council has directed that the Water Utility vacate the public works yard so it can be used for business development and revitalization of the Washington-Quince area.
- How much was the cost? Is this really an efficient site?
 - Of the sites that were not "fatally flawed" for some operational reason, this site was the least costly when land costs and building costs were included.