



AGENDA REPORT

Meeting of the San Marcos Planning Commission

MEETING DATE: October 7, 2013
SUBJECT: Pacifica Real Estate Services
CASE: P13-0015 (DP 13-015/ND 13-008)
APN 219-117-44

Recommendation

Recommend approval of a Director's Permit to allow the operation of a 14,000 square foot State of California Department of Motor Vehicles ("DMV") office at 1706 Descanso Avenue.

Introduction

The DMV office that was located in Escondido closed earlier this year and the DMV is proposing to locate an interim facility (up to 5 years) in San Marcos until a permanent site can be opened.

Section 20.220.040 of the Zoning Ordinance requires a Director's Permit to allow a government office in the Commercial Zone. The proposed project will include tenant improvements to remodel 14,000 square feet of a 20,061 square foot building located at 1706 Descanso Avenue. The building has been vacant for several years except seasonal sales and is located in the commercial center that also contains Ashley Furniture. The two buildings in the commercial center occupy approximately 95,000 square feet and are served by three driveways that provide access off of Descanso Avenue. Surrounding land uses include a service station to the east, apartments to the west, and a service station and the San Marcos View Estates Mobile Home Park located to the south, across Descanso Avenue. State Route 78 is located to the north.

The proposal also includes resealing and restriping the parking lot. The DMV is proposing to operate Monday-Friday 8:00 AM-5:00 PM (closed on weekends) and the types of services offered include vehicle registration, license renewal, written driver's license tests, and in-vehicle driver's tests (off-site).

Discussion

Although the Zoning Ordinance requires a Director's Permit to allow a government office in the Commercial zone, the project has been elevated to the Planning Commission. The Director's Permit process does not include a public hearing and based on the public comments received to date, it was determined appropriate to refer the project to the Planning Commission. Most of the public comments relate to potential traffic impacts.

AGENDA ITEM NO. 2



A traffic study was prepared by Linscott, Law, & Greenspan Engineers (“LLG”) to analyze potential traffic impacts related to the proposed project. To determine a realistic traffic generation rate, LLG reviewed traffic generation and parking rates of the DMV office in El Cajon, which is similar in size and operational capacity to the proposed San Marcos DMV. LLG determined a rate of 160 average daily trips per 1,000 square feet. As such, it is estimated the San Marcos DMV will generate 2,240 ADT, with 157 AM and 202 PM peak hour trips generated. Parking was also analyzed using the DMV rates as well as the City’s Off-Street Parking Ordinance ratios. The commercial center has three driveways along Descanso Avenue, which provide access to the DMV and Ashley Furniture buildings.

The traffic study concluded that no significant direct or cumulative impacts would occur to the three road segments, six intersections, two freeway segments between Las Posas and Sycamore (east and westbound), or freeway ramps based on the estimated traffic generation of proposed project with or without the project in the existing conditions, the near term, or in the horizon year 2030. However, operational improvements will be required along Descanso Avenue along the project frontage and at the Descanso Avenue/Rancho Santa Fe Road intersection which will be described below.

As mentioned earlier, public comment has been submitted on the proposed project, mainly by residents of the San Marcos View Estates Mobile Home Park (SMVE MHP).

- The main concern expressed by the Mobile Home residents related to the potential increase of traffic to the area. MHP concerns identified in a form letter (23 form letters/emails) opposing the project include:
 - Increased traffic near the MHP will impact ability of residents to enter/exit MHP
 - Impact to parking along Descanso Avenue
 - Impact to Descanso Avenue/Rancho Santa Fe Road intersection
 - Increased noise, traffic, and safety impacts (didn’t elaborate)
 - Significant amount of traffic on Descanso will defeat the purpose of the newly created automated (exit only) gate the MHP installed on Descanso Avenue
- MHP resident comments (email from two residents that also signed the form letter)
 - Property value will go down with the DMV office locating near the MHP
 - The proposed DMV will cause parking problems and congestion along Descanso Avenue
- Letter of opposition from a Las Flores Drive resident, concern mostly with traffic impacts to the area and the traffic impacts to the safety of neighborhood school children
- A letter of support for the DMV signed by 14 Mobile Home Park residents



In addition to the letters submitted regarding the project, the applicant and a representative from the DMV met with the San Marcos View Estates Mobile Home Park Board of Directors to discuss the proposed project. Most of the issues identified above were discussed. The applicant discussed the conclusions of the traffic study as well as the mitigation measures for street improvements to Descanso Avenue. Subsequent to the Board meeting, the MHP resident Jay Acona and the SMVE MHP attorney, Mr. Alexander Maniscalco, Esq., met with staff to discuss concerns with potential traffic impacts as well as potential noise impacts. In addition to the list above, the MHP representatives inquired if the traffic counts were taken when school was in session. Staff explained that due to the timing of the application for the Director's Permit, school was not in session and it was anticipated the Director Permit decision would have been concluded in late August/early September. To address this comment, new traffic counts were taken by LLG in September, while school was in session. The results concluded that although the traffic counts did increase, the traffic impacts did not change. Therefore, the conclusions and recommendations included in the August Study are valid and no additional mitigation measures are recommended (See Attachment F).

Staff explained the conclusions of the traffic study indicated no significant impacts would occur to roadway or freeway segments or at the three intersections that were analyzed, including Las Flores/Descanso and Descanso/Rancho Santa Fe Road. However, it was recognized that the calculated queue lengths at Descanso Avenue/Rancho Santa Fe Road are currently in excess of the existing available storage lengths and the estimated daily traffic generated by the DMV would increase the traffic the queues along Descanso Avenue at the intersection of Rancho Santa Fe Road. In order to reduce potential turning conflicts, the recommended mitigation will require the installation of a raised pin-on median which will prevent vehicles exiting the easterly DMV driveway and the adjacent service station driveways from making a left turn onto eastbound Descanso Avenue. This will require vehicles exiting from the DMV's easterly driveway or the adjacent service station to exit right, westbound. Vehicles will have the option to make a U-turn on Descanso Avenue at the commercial center's middle driveway. The Descanso Avenue/ Rancho Santa Fe Road intersection will also be modified from an existing 100 foot long single left turn lane, from eastbound Descanso Ave to northbound Rancho Santa Fe Road, to a 220 foot long dual left turn lane. This will provide increased delineated left turn lane storage space (queuing). Additionally, the westbound Descanso Ave section just east of Rancho Santa Fe Road shall be restriped to add a painted median to minimize left turn conflicts. The 100 foot long westbound left turn lane in this area shall remain. The signal phasing at the Rancho Santa Fe Road and Descanso Avenue intersection shall also be modified to accommodate said improvements.

The MHP representatives also asked about potential impacts to the Las Flores/Descanso Avenue intersection and inquired whether a 3 way stop could be installed by the applicant. Staff indicated that no significant impact will occur to this intersection, as the traffic study concluded only 2% (or 45 ADT) of the project traffic will travel through this intersection. The request by the MHP representatives to



improve the Las Flores/Descanso Avenue intersection is consistent with one of the items in the opposition form letter, which indicated that the traffic generated by DMV along Descanso Avenue would impact the “newly created automated (exit only) gate the MHP installed on Descanso Avenue.”

Staff indicated to the MHP representatives that the use of the driveway has not been authorized by the City, and in fact, the SMVE’s past request to open the driveway for public access was not supported by the Traffic Safety Commission (TSC) in 2008 and that the DMV proposal is not related to the use of this driveway. The TSC staff report indicated there is limited sight distance at this driveway that must be fully addressed prior to opening the driveway to traffic. The TSC action was to accept staff’s recommendation that the SMVE MHP submit plans to the City staff for review and to take the item back to the TSC with staff recommendations. The SMVE MHP has not submitted plans to the City nor obtained authorization to use this driveway.

The street improvement mitigation will eliminate some on street parking along Descanso Avenue, however parking will remain west of the commercial center. The site has a total of 283 parking spaces within the commercial center with a shared parking agreement between the two (2) parcels. The 14,000 square-foot DMV office will be located within an existing 20,000 square-foot building. Per the City Parking Ordinance, the DMV office requires a minimum of seventy (70) parking spaces using a rate of 1 space per 200 square feet of a government office area. The remaining 6,000 square-foot area within said building is currently vacant. The probable future use for this area is commercial retail which will require twenty-four (24) required spaces using a rate of 1 space per 250 square feet. The other use within the commercial center is an approximately 75,000 square-foot furniture store which requires 184 parking spaces using 1 space per 250 square feet of retail space and 1 space per 4,000 square feet of warehouse space. Therefore, the 283 parking spaces on site exceeds the required amount of 278 spaces for the existing uses and the proposed DMV office per the requirements of the City Parking Ordinance.

The traffic study included a parking survey of current conditions at the commercial center to determine how much parking is used on weekdays when the proposed DMV office will be operating. Parking counts given in the traffic study indicate the parking lot is underutilized on weekdays with a maximum of eighteen (18) parking spaces used at any one time for the commercial center. The largest tenant of the commercial center is the furniture store where its primary commercial activity occurs on weekends; therefore, there is a low parking demand for the store during the week when the DMV office will be open. Since the survey sample was for a short period of time, a 20 percent increase was added to the maximum number for a more conservative count to adjust for any fluctuations that may typically occur. With this adjustment, a maximum of twenty-two (22) spaces are typically used on site at any one time. The commercial center has a shared parking and access agreement. The proposed DMV office will be closed on weekends when there is a higher demand



for parking for the furniture store. The traffic study also conducted a parking survey at the aforementioned El Cajon DMV office to determine the parking demand for a similar-sized facility. The survey indicates that parking spaces are used at the El Cajon office at a rate of 1 space per 81 square feet of building area. Since the survey sample was for a short period of time, a 20 percent increase was added for a more conservative rate to adjust for any fluctuations that may typically occur. With this adjustment, using a rate of 1 space per 68 square feet of building area, the proposed DMV office in San Marcos will potentially use 206 parking spaces based on the parking demand at the El Cajon office as a comparison. As a result, the 283 parking spaces on site will provide adequate parking for the typical parking demand needed for the DMV office (206 spaces), furniture store (22 spaces), and the remaining retail space (24 spaces) (in the same building as the DMV office).

Another concern raised by the MHP representatives was potential noise that would be generated by an outdoor PA paging system. The Escondido DMV office used an outdoor PA system. The DMV representative that attended the SMVE MHP Board meeting indicated this location would not need an outdoor paging system due to the size of the facility. As such, staff has conditioned to project to prohibit an outdoor PA system and/or visual paging system.

Attachment(s)

A - Vicinity Map

B - Aerial Photo

C - Requested Entitlement

D - Site & Project Characteristics

E – Public Comment Letters

F – Updated Traffic Study Analysis Memorandum (September 2013)

Site Plans/Floor Plans

Resolution PC 13-4364 (DP 13-015)

Mitigated Negative Declaration ND 13-008

AGENDA ITEM NO. _____



Prepared by:

Karen Brindley, Principal Planner

Reviewed by:

Mike Edwards, Public Works Director/City Engineer

Approved/Submitted by:

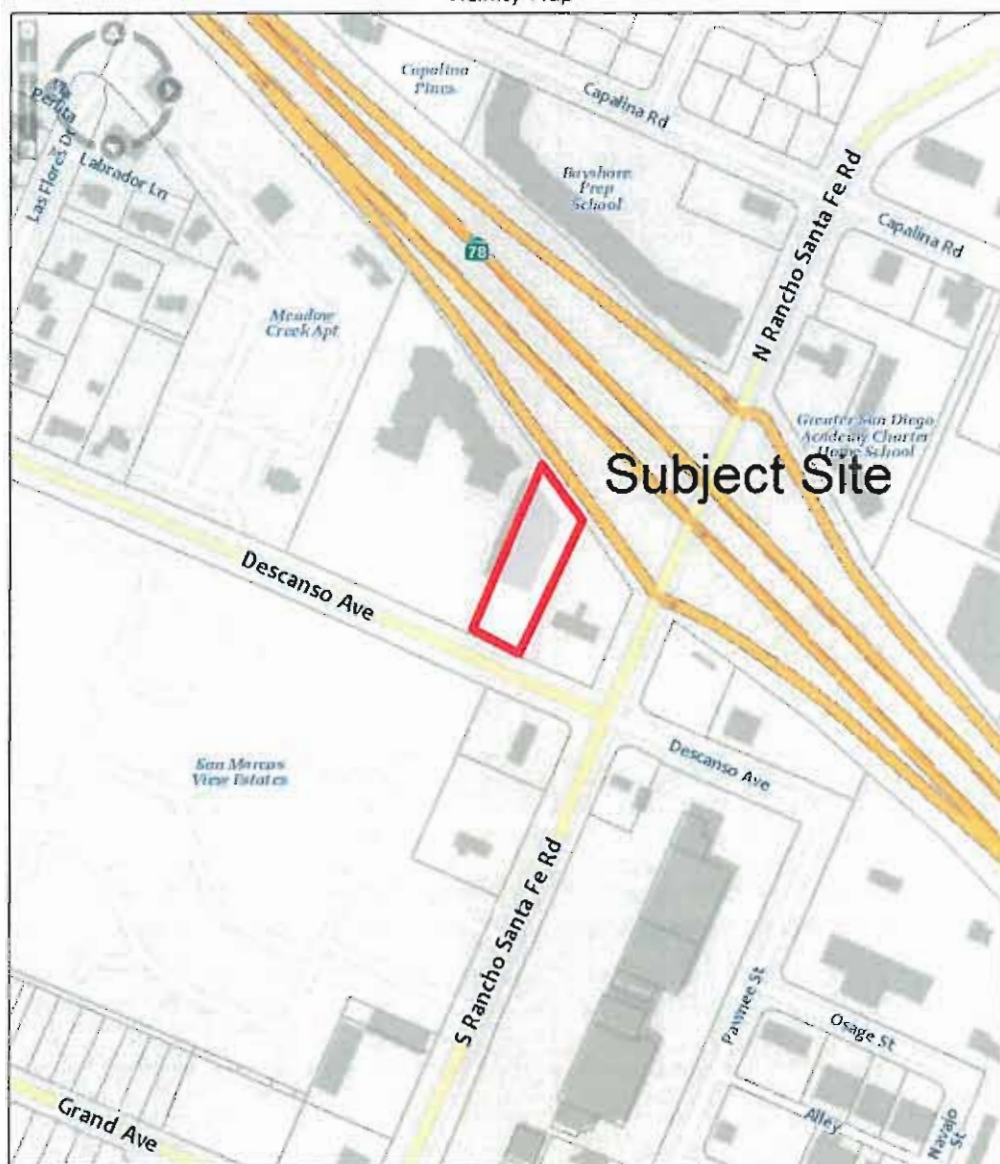
Jerry Backoff, Planning Division Director

AGENDA ITEM NO. _____



ATTACHMENT A

Vicinity Map



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

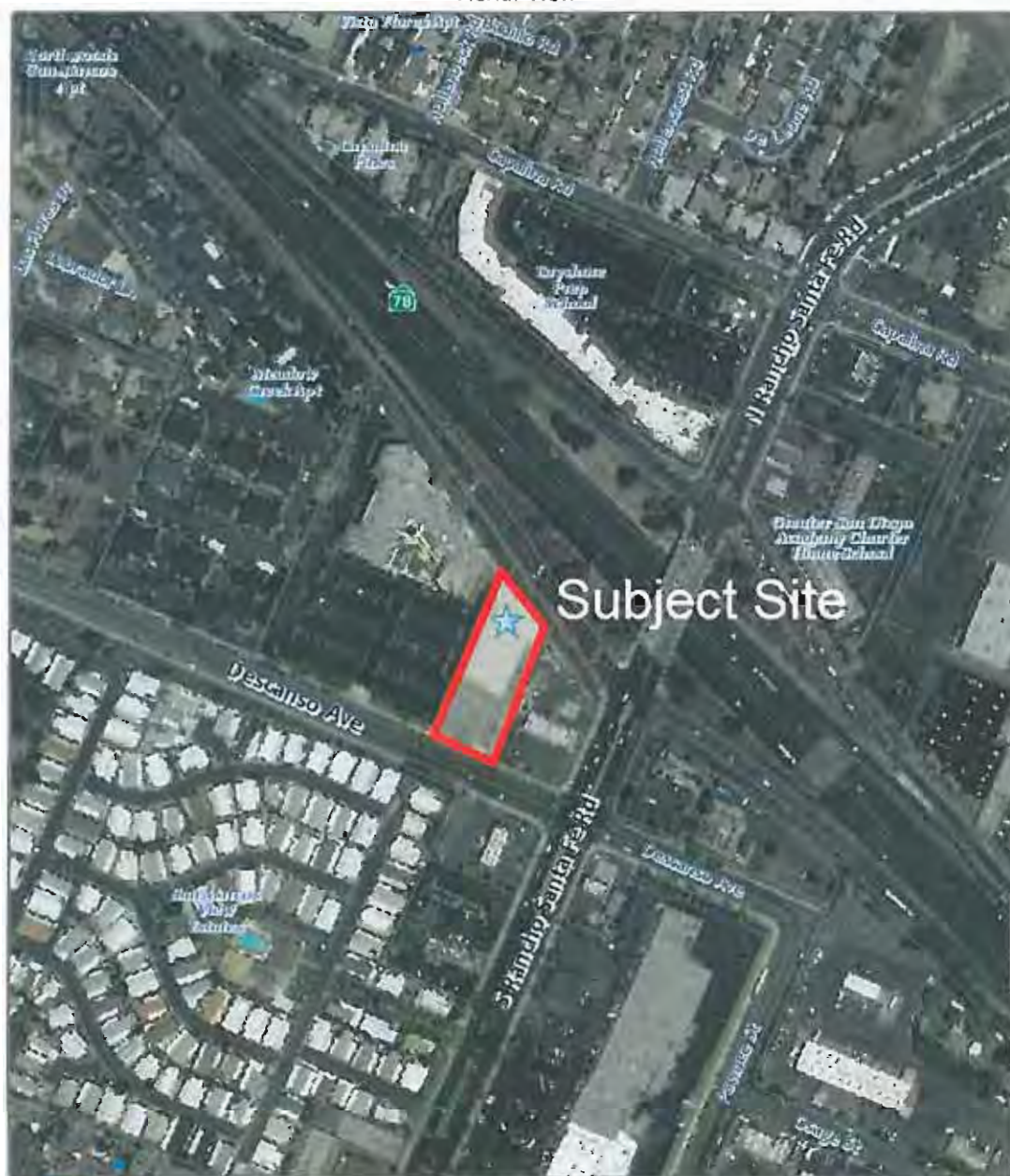
Map Scale
1 inch = 291 feet
9/30/2013

AGENDA ITEM NO. _____



ATTACHMENT B

Aerial View



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 291 feet
9/30/2013

AGENDA ITEM NO. _____



ATTACHMENT C

Requested Entitlement

- A Director's Permit to allow the operation of a 14,000 square foot governmental office (CA DMV Field Office) at 1706 Descanso Avenue, in the Commercial (C) Zone in the Business/Industrial District of the General Plan.



ATTACHMENT D

Site & Project Characteristics

Property	Existing Land use	Zoning	General Plan Designation
Subject	commercial center	Commercial (C)	Commercial
North	State Route 78	SR-78	SR-78
South	Service Station	MU1	Mixed Use 1
	Mobile Home Park	& RMHP	& LDR (4-8 du/ac)
East	Service Station	Commercial (C)	Commercial
West	Apartments	R-3-10	MDR2 (15.1-20.0 du/ac)

Flood Hazard Zone	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Resource Conserv. Area	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Sewer	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Septic	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Water	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Gen. Plan Conformance	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Land Use Compatibility	<input checked="" type="checkbox"/> * yes	<input type="checkbox"/> no

* with approval of Director's Permit

AGENDA ITEM NO. _____



ATTACHMENT E
Public Comment Letters

AGENDA ITEM NO. _____

June 25, 2013

RECEIVED

JUL - 8 2013

CITY OF SAN MARCOS
PLANNING DIVISION

Dear Mr. Pedersen

In reply to the letter sent to owners of property directly in proximity of the proposed project number P13-0021.

Many residents of San Marcos View Estates have no objection to the project. In fact would welcome a D. M. V. in our neighbor hood. Please find attached a petition signed by some residents who would welcome a D.M.V.

Please let us know if any public hearings are to be held.

Sincerely,

Gail L. Klasson

A handwritten signature in cursive script that reads "Gail L. Klasson".

Johngailk@att.net

RECEIVED

JUL - 8 2013

CITY OF SAN MARCOS
PLANNING DIVISION

Dear Mr. Pedersen,

June 10, 2013

The undersigned residents of San Marcos View Estates located at 150 S Ranch Santa Fe Rd., San Marcos, CA., have no objection to the proposed DMV office to be located on Descanso Avenue in San Marcos.

<u>NAME</u>	<u>SPACE</u>
John + Gail Klosson	119
Doretha K. Honan	78
Matthew Sutton	70
Annette Ship	92
Dee Drury	62
Katie Donaldson	139
Ben Van	132
Dorothy Gullory	48
Kimberly Wallen Savage	118
Don J. Pless	83
HUNGT, VCUYEN	51
Jose L. Velasquez	83
Pablo Raymundo	# 89

Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 2:50 PM
To: 'Heike Pfeiffer'
Subject: RE: Opposition to Project # P13-0021

Ms. Pfeiffer,

Sorry for the delay.

Thank you for your inquiry regarding the proposed DMV office within an existing commercial center at 1706 Descanso Avenue. The application requests land use approval, by means of a Director's Permit, to allow for a 14,000 square foot government office within the Commercial (C) Zone.

As part of the review process, an environmental document will be prepared for the proposal which will include a traffic study. The traffic study will analyze any potential traffic and parking impacts as a result of the proposal. Neighbors will be notified when the environmental document is available for public review, and you are welcome to provide any comments regarding the document.

When City staff has completed its review, you will receive an additional notice when an administrative decision will be made regarding the proposal. Your comments below and any additional comments will be provided to the Planning Division Director for consideration in the decision.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: Heike Pfeiffer [<mailto:Heike@bugcat.com>]
Sent: Friday, May 31, 2013 11:08 AM
To: Pedersen, Norman
Subject: Opposition to Project # P13-0021

Dear Mr. Pederson,

My husband Robert and I live at and own 150 S Rancho Santa Fe Rd Spc 181, San Marcos, CA. We have received your notice of application regarding the proposed DMV office and strongly oppose this project. The amount of foot traffic on both Descanso and Rancho Santa Fe is already heavy due to a large number of parents walking their children to and from school from the Descanso apartment complexes and from the mobile home park across the 78 freeway. In addition you have all those students walking. At times, it becomes very difficult to enter or exit our mobile home park. Which is why we reopened the Descanso exit only gate.

If you should allow the DMV project to go through, you would permit a great influx of both car and foot traffic on an already burdened number of streets. The San Marcos Views Estates homeowners near Descanso would be greatly impacted by that influx of traffic and all of our home values would go down.

Please deny the permit for the DMV facility.

Thank you very much,

Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 12:04 PM
To: 'StarKimmie@aol.com'
Cc: kimsrocks@hotmail.com
Subject: RE: (no subject)

Kim,

Sorry for the delay.

Thank you for your inquiry regarding the proposed DMV office within an existing commercial center at 1706 Descanso Avenue. The application requests land use approval, by means of a Director's Permit, to allow for a 14,000 square foot government office within the Commercial (C) Zone.

As part of the review process, an environmental document will be prepared for the proposal which will include a traffic study. The traffic study will analyze any potential traffic and parking impacts as a result of the proposal. Neighbors will be notified when the environmental document is available for public review, and you are welcome to provide any comments regarding the document.

When City staff has completed its review, you will receive an additional notice when an administrative decision will be made regarding the proposal. Your comments below and any additional comments will be provided to the Planning Division Director for consideration in the decision.

If you have any questions, please feel free to contact me.

Thanks

Norm Pedersen

Associate Planner

City of San Marcos Planning Division

760.744.1050 x3236

npedersen@san-marcos.net

From: StarKimmie@aol.com [<mailto:StarKimmie@aol.com>]

Sent: Sunday, May 19, 2013 8:20 PM

To: Pedersen, Norman

Cc: kimsrocks@hotmail.com

Subject: (no subject)

Hi Norm, I am writing in reference to the proposed DMV office on Descanso in San Marcos. At the age of 55 I am finally able to afford to buy a home of my own, a mobile home in the block adjacent to the proposed site. I have suffered the many discount stores which have littered the near by neighborhood, and if this DMV is approved I can kiss my property value (which is limited) goodbye. No one will want to buy into a home which has as much traffic congestion as this proposal will cause. The area is already very congested. I know we are a small group of homeowners in San Marcos View Estates, many seniors and young families (approx 200+ owners) but this would add no value and ruin the neighborhood feel. The traffic and negative institutional feel of DMV, will make this area highly undesirable as a homeowner. Please, please for the sake of the neighborhood do not let this proposal materialize. You may feel free to contact me at anytime at 760-712-6699. I thank you for your consideration, Kim Schrader

Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 12:08 PM
To: 'Gary D. Lamb'
Subject: RE: Planned California DMV Office

Mr. Lamb,

Sorry for the delay.

Thank you for your inquiry regarding the proposed DMV office within an existing commercial center at 1706 Descanso Avenue. The application requests land use approval, by means of a Director's Permit, to allow for a 14,000 square foot government office within the Commercial (C) Zone.

As part of the review process, an environmental document will be prepared for the proposal which will include a traffic study. The traffic study will analyze any potential traffic and parking impacts as a result of the proposal. Neighbors will be notified when the environmental document is available for public review, and you are welcome to provide any comments regarding the document.

When City staff has completed its review, you will receive an additional notice when an administrative decision will be made regarding the proposal. Your comments below and any additional comments will be provided to the Planning Division Director for consideration in the decision.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: Gary D. Lamb [<mailto:gdlamb@sbcglobal.net>]
Sent: Tuesday, May 28, 2013 11:53 AM
To: Pedersen, Norman
Subject: Planned California DMV Office

Mr Pederson,

Re: Project Number P13-0021

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project.

As a resident of San Marcos View Estates 150 S. Rancho Santa Fe Rd. Unit #25, San Marcos, CA., which directly borders the 1706 Descanso Avenue property which is being considered for use as a California DMV office. I wish to express that I am very opposed to this building and location being used for a DMV office. The building and parking lot are not adequate for

this type of business and will present a constant parking and traffic congestion problem for an already problematic intersection, not to mention the parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Gary Lamb
SMVECA / Director
President

Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 2:44 PM
To: 'Jay Ancona'
Subject: RE: Project Number P13-0021

Sensitivity: Confidential

Mr. Ancona,

Sorry for the delay.

Thank you for your inquiry regarding the proposed DMV office within an existing commercial center at 1706 Descanso Avenue. The application requests land use approval, by means of a Director's Permit, to allow for a 14,000 square foot government office within the Commercial (C) Zone.

As part of the review process, an environmental document will be prepared for the proposal which will include a traffic study. The traffic study will analyze any potential traffic and parking impacts as a result of the proposal. Neighbors will be notified when the environmental document is available for public review, and you are welcome to provide any comments regarding the document during the review period.

When City staff has completed its review, you will receive an additional notice when an administrative decision will be made by the Planning Division Director regarding the proposal. The public notification process for a Director's Permit includes notification of property owners within the vicinity of the proposal; however, a public hearing is not required. Public input regarding the proposal can be emailed to me (as you have done) or by phone or mail, or coming to City Hall to the Planning Division counter. Your comments below and any additional comments will be provided to the Planning Division Director for consideration when a decision is made.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: Jay Ancona [<mailto:jayancona@cox.net>]
Sent: Tuesday, May 28, 2013 3:57 PM
To: Pedersen, Norman
Subject: Project Number P13-0021
Importance: High
Sensitivity: Confidential

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident and a Director on the Board of San Marcos View Estates 150 S. Rancho Santa Fe Rd. , San Marcos, CA., my unit, Unit #97 directly overlooks the 1706 Descanso Avenue property which is being considered for use as a California DMV office. I would like to make it clear that I am very opposed to the building and location being used for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Adding this type of high traffic facility will increase the present, and constant street parking availability issue along Descanso Avenue for the people who live in, and will be directly affected by this proposed DMV location. In addition, our new auxiliary exit only automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue thus defeating the purpose of that newly create exit. In an area that already has traffic congestion problems, and already problematic close together intersections, not to mention the parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, I see no good reason to propose it, other than building availability. If it is solely being based upon building availability, in this economy, believe me there are plenty of other locations available in the area.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may raise our community awareness of this issue and so we may attend any future hearing(s) together as a community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Jay Ancona
Director / Secretary
San Marcos View Estates
Community Association
www.smveca.org

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Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 4:33 PM
To: 'SMVE SMVE'
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letters will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. In the future, two additional notices will be mailed to neighbors within the vicinity when the environmental document is available for public review and when the administrative decision will be made by the Planning Division Director.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Tuesday, June 04, 2013 4:24 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hello Mr. Pedersen, I have attached the signed documents from 4 resident owners who are opposing the proposed DMV application for project P13-0021.

Rochelle White
Office Manager
San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525
Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

150 S. Rancho Santa Fe Rd. Unit 1124
San Marcos, CA 92078

RECEIVED JUN 03 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: Cheryl Pedersen

Opposition to proposed project number P13-0021

(Print Name) Ernesto Diaz Gonzalez
150 S. Rancho Santa Fe Rd. Unit 273
San Marcos, CA 92078

RECEIVED JUN 03 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

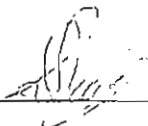
I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: _____



Opposition to proposed project number P13-0021

(Print Name)

John & Beverly Rediko P
150 S. Rancho Santa Fe Rd. Unit 130
San Marcos, CA 92078

RECEIVED JUN 08 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit. not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

Beverly Rediko P
John Rediko P

Opposition to proposed project number P13-0021

(Print Name) KIM SCHRADER
150 S. Rancho Santa Fe Rd. Unit 50
San Marcos, CA 92078

RECEIVED JUN 04 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

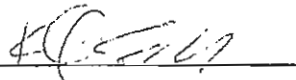
I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: _____



Pedersen, Norman

From: Pedersen, Norman
Sent: Wednesday, June 05, 2013 4:26 PM
To: 'Gary D. Lamb'
Subject: RE: Proposed DMV Oposition Letter

Mr. Lamb,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letter will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. In the future, two additional notices will be mailed to neighbors within the vicinity when the environmental document is available for public review and when the administrative decision will be made by the Planning Division Director.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: Gary D. Lamb [<mailto:gdlamb@sbcglobal.net>]
Sent: Thursday, May 30, 2013 12:20 PM
To: Pedersen, Norman
Cc: SMVECA Office
Subject: Proposed DMV Oposition Letter

See attached Opposition letter for proposed DMV Office at 1706 Descanso Avenue. Project Number P13-0021

Opposition to proposed project number P13-0021

Linda R. Meadows
150 S. Rancho Santa Fe Rd. Unit 25
San Marcos, CA 92078

Dear Mr. Tedesco,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: 

Pedersen, Norman

From: Pedersen, Norman
Sent: Tuesday, June 11, 2013 9:38 AM
To: 'SMVE SMVE'
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letter will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. Comments can be submitted up until the date of the administrative decision which has not been scheduled at this time. Neighbors will receive a notice in the mail when the decision date is scheduled.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Thursday, June 06, 2013 12:02 PM
To: Pedersen, Norman
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project. Do you have a deadline date as to when you will not be accepting any further oppositions? Please advise, thanks.

Rochelle White
Office Manager
San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525
Fax: (760) 727-3915

----- Forwarded Message -----

From: "Pedersen, Norman" <NPedersen@san-marcos.net>

To: 'SMVE SMVE' <smve_smve@yahoo.com>
Sent: Wednesday, June 5, 2013 4:32 PM
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letters will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. In the future, two additional notices will be mailed to neighbors within the vicinity when the environmental document is available for public review and when the administrative decision will be made by the Planning Division Director.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Tuesday, June 04, 2013 4:24 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hello Mr. Pedersen, I have attached the signed documents from 4 resident owners who are opposing the proposed DMV application for project P13-0021.

Rochelle White
Office Manager
San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525
Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

Jayne Thomas

150 S. Rancho Santa Fe Rd. Unit 59
San Marcos, CA 92078

RECEIVED JUN 05 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

Jayne Thomas

Pedersen, Norman

From: SMVE SMVE {smve_smve@yahoo.com}
Sent: Monday, June 10, 2013 5:52 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: SMVE DMV opposition (5) 6-10-13.pdf

Hi Mr. Pedersen, I have attached 5 more oppositions to the proposed DMV project.

I didn't hear back from you on the cutoff date for accepting the oppositions. Do you have an idea? Please let me know, thanks.

Rochelle White

Office Manager

San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

----- Forwarded Message -----

From: SMVE SMVE <smve_smve@yahoo.com>
To: "NPedersen@san-marcos.net" <NPedersen@san-marcos.net>
Sent: Thursday, June 6, 2013 12:01 PM
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project. Do you have a deadline date as to when you will not be accepting any further oppositions? Please advise, thanks.

Rochelle White

Office Manager

San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

----- Forwarded Message -----

From: "Pedersen, Norman" <NPedersen@san-marcos.net>
To: 'SMVE SMVE' <smve_smve@yahoo.com>
Sent: Wednesday, June 5, 2013 4:32 PM
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letters will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. In the future, two additional notices will be mailed to neighbors within the vicinity when the environmental document is available for public review and when the administrative decision will be made by the Planning Division Director.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Tuesday, June 04, 2013 4:24 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hello Mr. Pedersen, I have attached the signed documents from 4 resident owners who are opposing the proposed DMV application for project P13-0021.

Rochelle White
Office Manager
San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525
Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

Gordon Thaise

150 S. Rancho Santa Fe Rd. Unit 43
San Marcos, CA 92078

RECEIVED JUN 10 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

Gordon Thaise

Opposition to proposed project number P13-0021

(Print Name)

CINDY WINTER
150 S. Rancho Santa Fe Rd. Unit 47
San Marcos, CA 92078

RECEIVED JUN 10 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

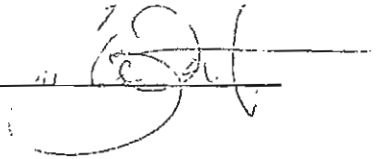
I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: _____



.....
.....
(Print Name) FRANZ LUMPI #5
150 S. Rancho Santa Fe Rd. Unit
San Marcos, CA 92078

RECEIVED JUN 10 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue. this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

Franz Lumpi

Opposition to proposed project number P13-0021

(Print Name)

150 S. Rancho Santa Fe Rd. Unit 112
San Marcos, CA 92078

RECEIVED JUN 07 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: 

Opposition to proposed project number P13-0021

(Print Name) Sheryl Rydzelski
150 S. Rancho Santa Fe Rd. Unit 18
San Marcos, CA 92078

RECEIVED JUN 07 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: Sheryl Rydzelski

Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Tuesday, June 11, 2013 4:06 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: DMV opposition (2) 6-11-12.pdf

Hi Mr. Pedersen, thank you for your response. I have attached 2 more oppositions to the DMV project.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

----- Forwarded Message -----

From: "Pedersen, Norman" <NPedersen@san-marcos.net>
To: 'SMVE SMVE' <smve_smve@yahoo.com>
Sent: Tuesday, June 11, 2013 9:38 AM
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letter will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. Comments can be submitted up until the date of the administrative decision which has not been scheduled at this time. Neighbors will receive a notice in the mail when the decision date is scheduled.

If you have any questions, please feel free to contact me.

Thanks

Norm Pedersen

Associate Planner

City of San Marcos Planning Division

760.744.1050 x3236

npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Thursday, June 06, 2013 12:02 PM
To: Pedersen, Norman
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project. Do you have a deadline date as to when you will not be accepting any further oppositions? Please advise, thanks.

Rochelle White
Office Manager
San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525
Fax: (760) 727-3915

----- Forwarded Message -----
From: "Pedersen, Norman" <NPedersen@san-marcos.net>
To: 'SMVE SMVE' <smve_smve@yahoo.com>
Sent: Wednesday, June 5, 2013 4:32 PM
Subject: RE: SMVE Opposition to project P13-0021 (DMV on Descanso)

Ms. White,

Thank you for the comments regarding the proposed DMV office at 1706 Descanso Avenue. The submitted opposition letters will be provided to the Planning Division Director for consideration when an administrative decision regarding the proposal is made. In the future, two additional notices will be mailed to neighbors within the vicinity when the environmental document is available for public review and when the administrative decision will be made by the Planning Division Director.

If you have any questions, please feel free to contact me.

Thanks
Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: SMVE SMVE [mailto:smve_smve@yahoo.com]
Sent: Tuesday, June 04, 2013 4:24 PM
To: Pedersen, Norman

Cc: Gary Lamb

Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)

Hello Mr. Pedersen, I have attached the signed documents from 4 resident owners who are opposing the proposed DMV application for project P13-0021.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

Antonio Rodriguez
150 S. Rancho Santa Fe Rd. Unit 41
San Marcos, CA 92078

1 RECEIVED JUN 11 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity, due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: Antonio Rodriguez

(Print Name)

Maria Ortiz
150 S. Rancho Santa Fe Rd. Unit 81
San Marcos, CA 92078

Opposition to proposed project number P13-0021

RECEIVED JUN 11 2005

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

M. Ortiz

Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Thursday, June 13, 2013 2:37 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: Fw: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: DMV opposition (1) 6-13-13.pdf

Hi Mr Pedersen, I have attached another opposition to the DMV project.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

Galding L. Collew
150 S. Rancho Santa Fe Rd. Unit 131
San Marcos, CA 92078

RECEIVED JUN 12 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: 

Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Thursday, June 20, 2013 8:21 AM
To: Pedersen, Norman
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: Spc 54 DMV opposition 6-17-13.pdf

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

T. Hamilton

150 S. Rancho Santa Fe Rd. Unit 54
San Marcos, CA 92078

RECEIVED JUN 17 2013

Dear Mr. Pedersen.

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community. along with our Community exiting issues. myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision. so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:

T. Hamilton

Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Friday, June 21, 2013 1:47 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: Spc 105 DMV opposition 6-21-13.pdf

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name)

JOANNA FIELDS

RECEIVED JUN 21 2013

150 S. Rancho Santa Fe Rd. Unit 105
San Marcos, CA 92078

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision. so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed:



Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Wednesday, July 03, 2013 10:09 AM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: Spc 182 DMV opposition.pdf

Hi Mr. Pedersen, I have attached another resident owner opposition to the DMV project.

Rochelle White

Office Manager

San Marcos View Estates

Community Association

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

(Print Name) MARIA RAMIREZ
150 S. Rancho Santa Fe Rd. Unit 182
San Marcos, CA 92078

RECEIVED JUN 24 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: Maria Ramirez

Pedersen, Norman

From: Pinon, Arthur
Sent: Monday, July 22, 2013 7:45 AM
To: Pedersen, Norman
Subject: FW: notice of permit application DMV field office

Follow Up Flag: Follow up
Flag Status: Completed

Norm,
See below.

Sincerely,

ART PIÑON | ASSISTANT PLANNER

City of San Marcos | 1 Civic Center Drive, San Marcos CA 92069
(760) 744-1050 x3204 | apinon@san-marcos.net | [Website](#)

FREQUENTLY REQUESTED INFORMATION:

[Zoning Map](#) | [Municipal Code](#) | [Planning Application](#) | [CFD Information](#)
[Building Division](#) | [Engineering Standards](#) | [Planning Commission Agendas](#)

From: MIKE SHERWOOD [<mailto:sherwoodmd@yahoo.com>]
Sent: Sunday, July 21, 2013 7:15 PM
To: Pinon, Arthur
Subject: notice of permit application DMV field office

This serves as notification that a Notice of Protest has been filed in regards to the above Notice of Permit Application DMV field Office Applicant: Symphony Asset Pool XIX by the residence. We request that any and all work be stopped until we are provided serious issues of traffic control plans, neighborhood security issues be addressed with the residence of the immediate neighborhood.

We also have major safety concerns with the traffic this will bring and the close proximity to our grade schools and children's safety.

As neighborhood representative I would appreciate a call from you Monday morning July 22, 2013 to discuss these concerns and avenues of corrections.

Thank you and I look forward to hearing from you.

Darby J Sherwood
760-727-4129

Pedersen, Norman

From: SMVE SMVE [smve_smve@yahoo.com]
Sent: Tuesday, July 09, 2013 4:51 PM
To: Pedersen, Norman
Cc: Gary Lamb
Subject: SMVE Opposition to project P13-0021 (DMV on Descanso)
Attachments: Spc 117 DMV opposition.pdf

Hi Mr. Pedersen, I have attached another resident owner DMV opposition.

Rochelle White

Office Manager

San Marcos View Estates
Community Association
150 S. Rancho Santa Fe Rd.
San Marcos, CA 92078
Email: smve_smve@yahoo.com

Website: www.SMVECA.org

Phone: (760) 727-1525

Fax: (760) 727-3915

Opposition to proposed project number P13-0021

Print Name: Maria Galbraith
150 S. Rancho Santa Fe Rd. Unit 117
San Marcos, CA 92078

RECEIVED JUL 09 2013

Dear Mr. Pedersen,

I am in receipt of the letter that was sent to owners of property directly in the proximity of the proposed project number P13-0021.

I am a resident of San Marcos View Estates in the unit number above, at 150 S. Rancho Santa Fe Rd., San Marcos, CA. I would like to make it clear that I am opposed to the building location being proposed for a DMV office. Currently San Marcos View Estates, (a 192 unit manufactured home community) has very limited guest and overflow parking. Additionally, this type of high traffic facility will increase the present, and constant heavy traffic and will severely impact our community's ability to enter and exit our community safely. Also, it would have a impact of street parking availability along Descanso Avenue and people who live in direct proximity in our community would be directly affected by this proposed DMV location with increased noise, traffic and safety. In addition, our new auxiliary, (exit only) automated gate is located on Descanso Avenue, this new exit was created to mitigate exiting issues on Rancho Santa Fe Rd. due to heavy traffic. I am confident that adding this proposed DMV location will increase traffic significantly on Descanso Avenue, thus defeating the purpose of our newly create exit, not to mention the added danger when attempting to enter and exit our community. In an area that already has traffic congestion problems, and already problematic close together intersections, and with parking along the street on Descanso Avenue already being at capacity due to all the overflow parking from the apartments off Descanso Avenue, and from our own Community, along with our Community exiting issues, myself and others in the community feel you should not approve project number P13-0021.

Please keep me updated and informed on the status of this proposed project, and if and when there are public hearings for making such a decision, so I may attend any future hearing(s) together with my community.

I would strongly recommend that a different location be considered for the DMV office.

Sincerely,

Signed: Maria Galbraith

Pedersen, Norman

From: Pedersen, Norman
Sent: Tuesday, July 23, 2013 9:04 AM
To: 'MIKE SHERWOOD'
Subject: RE: partial mailing list regarding DMV proposed site

Darby,

Nice talking to you yesterday.

The addresses below will be added to the mailing list for future notifications for the proposed DMV office (P13-0021). Please feel free to provide additional names and addresses for your other neighbors if they wish to be notified. You will receive two notices in the future- one notice for when the environmental document, including the traffic study, is available for public review, and when an administrative decision will be made by the Planning Division Director. You are welcome to provide comments regarding the proposal at any time during the review process, and your emails/letters will be forwarded to the Planning Division Director for review and consideration when a decision is made.

If you have any questions, please feel free to contact me.

Thanks

Norm Pedersen
Associate Planner
City of San Marcos Planning Division
760.744.1050 x3236
npedersen@san-marcos.net

From: MIKE SHERWOOD [<mailto:sherwoodmd@yahoo.com>]
Sent: Monday, July 22, 2013 9:26 PM
To: Pedersen, Norman
Subject: partial mailing list regarding DMV proposed site

Hello Pedersen:

Here is a partial list of residents who have a direct negative environmental impact regarding the proposed DMV office and need to be notified of any and all proceedings on this issue, including but not limited to the proposed traffic impact report, environmental study and recommendations report.

Ron and Judy Riddels
3335 Oleander Ave
San Marcos, CA 92078

Pat and Jackie Morgan
3358 Oleander Ave
San Marcos, CA. 92078

Resident
348 Las Flores Drive
San Marcos, CA 92078

Resident
345 Las Flores Drive
San Marcos, CA. 92078

Resident
344 Las Flores Dr.
San Marcos, CA 92078

Resident
330 Las Flores Drive
San Marcos, CA 92078

Resident
352 Las Flores Dr.
San Marcos, CA 92078

Resident
353 Las Flores Drive
San Marcos, CA 92078

Again thank you for your time and considerations.

Darby Sherwood

August 13, 2013

RECEIVED

AUG 14 2013

CITY OF SAN MARCOS
PLANNING DIVISION

City of San Marcos
Jerry Backhoff, Director of Planning
Garth Koller, Assistant
Norm Pedersen, Project Manager ✓
1 Civic Center Drive
San Marcos, Ca., 92069

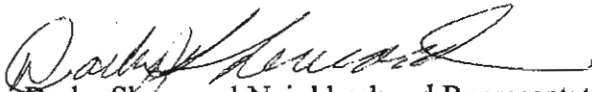
Re: Pending DMV Notice of Permit Application
DMV Field Office
Applicant: Symphony Asset Pool XIXLLC

On July 22 we sent Mr. Pedersen notice of protest in regards to the above permit and requested we be notified up receipt of by the city, the traffic impact reports and demographic reports on this pending permit for our review.

Please let the residence directly impacted by this pending application the current status of the pending application.

Again thank you for your time and considerations on this negative impact permit.

Respectfully,



Darby Sherwood Neighborhood Representative
361 Las Flores Drive
San Marcos, CA 92078
Sherwoodmd@yahoo.com

We declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Dated this 13th day of August 2013 at San Marcos, Ca.



ATTACHMENT F
Updated Traffic Analysis Memorandum-Sept. 2013

MEMORANDUM

To: Peter Kuey, Principal Civil Engineer
City of San Marcos

Date: October 3, 2013

From: John Boarman, P. E. & Narasimha Prasad
LLG, Engineers

LLG Ref: 3-13-2244

Subject: San Marcos DMV Traffic Study - Analysis Update

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8610 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Per your request, Linscott, Law and Greenspan, Engineers (LLG), prepared an analysis of the potential impacts of the DMV project using non-summer September 2013 traffic counts as the baseline volumes. LLG conducted a traffic analysis for the project dated August 23, 2013. The baseline counts in this document were conducted in June 2013, when area schools were on summer break.

TRAFFIC VOLUMES

Traffic counts were conducted during the last week of September 2013 with local schools in session. The segment counts conducted in September were determined to be higher than the counts conducted in June 2013 by 3 to 5% (**Table A**). The September peak hour intersection volumes (**Table B**) were higher in some movements. A comparison of the peak hour entering volumes at all intersections shows an increase of between 5 and 36% during the AM peak hour and 0 to 11% during the PM peak hour.

ANALYSIS

Peak hour intersection and segment analyses were conducted to confirm the conclusions and recommendations in the *August Study*.

The Freeway and Ramp meter analyses were not redone, since the volumes obtained from the Caltrans (Pems) website were for months when schools were in session and hence, will not change.

Intersection Analysis

Table C summarizes the near-term peak hour intersection operations with the September 2013 traffic counts. As seen in **Table C**, all intersections are calculated to operate at LOS D or better in the near-term. The levels of service are similar to those in the *August Study* but the delays are higher at most intersections.

Segment Analysis

Table D summarizes the near-term segment operations with the September 2013 traffic counts. As seen in *Table D*, all segments are calculated to operate at LOS D or better in the near-term. The levels of service are similar to those in the *August Study* but the v/c ratios are higher along most segments.

CONCLUSIONS

While baseline traffic counts are higher as counted in September, the analysis results are unchanged as compared to the August 2013 traffic study. Therefore, the conclusions and recommendations included in the August Study are valid and no additional mitigation measures are recommended.

Please call either of us at (858) 300-8800, if you have any questions

cc: File

**TABLE A
COMPARISON OF SEGMENT VOLUME COUNTS**

Street Segment	June 2013 Counts	September 2013 Counts	Difference	Difference Percentage
Rancho Santa Fe Road				
SR 78 to Descanso Ave	35,100	36,000	900	3%
Descanso Ave to Grand Ave	29,800	31,300	1,500	5%
Grand Ave to Linda Vista Dr	27,300	28,100	800	3%

**TABLE B
COMPARISON OF PEAK HOUR INTERSECTION ENTERING VOLUMES**

Intersection	June 2013 Counts		September 2013 Counts		Difference		Percentage Change	
	AM	PM	AM	PM	AM	PM	AM	PM
Rancho Santa Fe Road / SR 78 WB Ramps	2,428	2,524	2,559	2,499	131	(25)	5%	-1%
Rancho Santa Fe Road / SR 78 EB Ramps	2,921	3,035	3,204	2,993	283	(42)	10%	-1%
Rancho Santa Fe Road / Descanso Avenue	2,690	2,898	3,118	3,012	428	114	16%	4%
Rancho Santa Fe Road / Grand Avenue	2,089	2,536	2,840	2,815	751	279	36%	11%
Rancho Santa Fe Road / Linda Vista Drive	2,514	3,069	3,197	3,070	683	1	27%	0%

TABLE C
NEAR-TERM INTERSECTION OPERATIONS – SEPTEMBER 2013 COUNTS

Intersection	Traffic Control	Peak Hour	Existing		Existing + Project		Δ Delay ^c	Impact Type	Near-Term Without Project		Near-Term With Project		Δ Delay	Impact Type
			Delay ^a	LOS ^b	Delay	LOS			Delay	LOS	Delay	LOS		
1. Rancho Santa Fe Rd / SR 78 WB Ramps	Signal	AM	39.0	D	42.3	D	3.3	None	43.9	D	45.3	D	1.4	None
		PM	36.1	D	36.8	D	0.7	None	38.0	D	40.1	D	2.1	None
2. Rancho Santa Fe Rd / SR 78 EB Ramps	Signal	AM	28.3	C	28.7	C	0.4	None	34.7	C	35.8	C	1.1	None
		PM	26.0	C	27.7	C	1.7	None	28.3	C	29.5	C	1.2	None
3. Rancho Santa Fe Rd / Descanso Ave	Signal	AM	42.3	D	47.7	D	5.4	None	45.0	D	54.4	D	9.4	None
		PM	36.7	D	43.0	D	6.3	None	39.2	D	46.1	D	6.9	None
4. Rancho Santa Fe Rd / Grand Ave	Signal	AM	18.2	B	25.1	C	6.9	None	26.5	C	29.2	C	2.7	None
		PM	30.4	C	31.0	C	0.6	None	31.3	C	31.5	C	0.2	None
5. Rancho Santa Fe Rd / Linda Vista Dr	Signal	AM	34.8	C	35.5	C	0.7	None	33.2	C	33.5	C	0.3	None
		PM	29.3	C	30.7	C	1.4	None	32.4	D	32.7	C	0.3	None
6. Las Flores Dr / Descanso Ave	Signal	AM	13.0	B	13.1	B	0.1	None	13.4	B	13.4	B	0.0	None
		PM	12.4	B	12.4	B	0.0	None	12.6	B	12.7	B	0.1	None

Footnotes:

- Intersection delay per vehicle in seconds
- Level of Service
- Increase in delay due to project traffic.

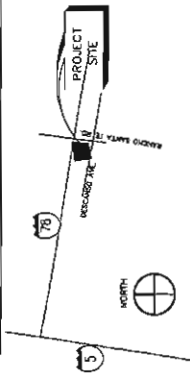
TABLE D
NEAR-TERM SEGMENT OPERATIONS – SEPTEMBER 2013 COUNTS

Street Segment	Functional Classification	LOS E Capacity	Existing			Existing + Project			Δ V/C ^d	Impact Type	Near-Term Without Project			Near-Term With Project			Δ V/C ^e	Impact Type
			ADT ^a	LOS ^b	V/C ^c	ADT	LOS	V/C			ADT	LOS	V/C	ADT	LOS	V/C		
Rancho Santa Fe Road SR 78 to Descanso Ave Descanso Ave to Grand Ave Grand Ave to Linda Vista Dr	5-lane Maj Art	45,000	36,000	D	0.80	37,500	D	0.83	0.03	None	36,700	D	0.82	38,200	D	0.85	0.03	None
	4-lane Maj Art	40,000	31,300	D	0.78	31,990	D	0.80	0.02	None	32,000	D	0.80	32,690	D	0.82	0.02	None
	4-lane Maj Art	40,000	28,100	D	0.70	28,680	D	0.72	0.01	None	31,000	D	0.78	31,580	D	0.79	0.01	None
Rancho Santa Fe Road SR 78 to Descanso Ave	5-lane Maj Art	45,000	8,000	B	0.18	8,000	B	0.18	0.00	None	8,500	B	0.19	10,630	C	0.24	0.05	None

Footnotes:

- Average Daily Traffic volumes
- Level of Service
- Volume / Capacity ratio.
- Increase in V/C ratio due to Project traffic.
- Increase in V/C ratio due to Cumulative projects traffic.

LOCATION MAP



ASHLEY'S FURNITURE

NOT APART



GAS STATION

RANCHO SANTA FE ROAD

DESCANSO AVE.

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MAY 13 2013

CITY OF SAN MARCOS
PLANNING DIVISION

CONSTRUCTION BMP'S

P13-0021

Pacific Real Estate Svs. (DMV)
Office)
1706 DESCANSO AVE

1. SIGNIFICANT BMP'S MUST BE INSTALLED TO PREVENT SOIL, MUD OR OTHER CONTAMINANTS FROM BEING TRACKED INTO THE ADJACENT CONSTRUCTION SITE. THE BMP'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE BMP'S MUST BE INSTALLED AT THE END OF EACH WORK DAY OR AFTER THE CONSTRUCTION SITE IS CLOSED FOR THE DAY.
2. ALL STOCK PILES OF UNCONSTRUCTED SOIL, MUD, OR OTHER MATERIALS THAT ARE ATTACHED TO THE SITE MUST BE COVERED WITH A WATER-RESISTANT TARP. SUCH TARP MUST BE MAINTAINED AND NOT ALLOWED TO BE DAMAGED OR REMOVED. THE TARP MUST BE INSTALLED AT THE END OF EACH WORK DAY OR AFTER THE CONSTRUCTION SITE IS CLOSED FOR THE DAY.
3. ALL EXISTING AND NEW CONSTRUCTION BMP'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL PROJECTS WHICH REQUIRE CONSTRUCTION BMP'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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6. THE STORAGE OF ALL CONSTRUCTION MATERIAL AND EQUIPMENT MUST BE PROTECTED AGAINST ANY POTENTIAL RELEASE OF POLLUTANTS INTO THE ENVIRONMENT.

THE CITY OF SAN MARCOS HAS REVIEWED THE CONSTRUCTION BMP'S AND HAS DETERMINED THAT THEY ARE ADEQUATE TO PREVENT SOIL, MUD OR OTHER CONTAMINANTS FROM BEING TRACKED INTO THE ADJACENT CONSTRUCTION SITE. THE BMP'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

GENERAL NOTES

1. CONSTRUCTION BMP'S MUST BE INSTALLED TO PREVENT SOIL, MUD OR OTHER CONTAMINANTS FROM BEING TRACKED INTO THE ADJACENT CONSTRUCTION SITE. THE BMP'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE BMP'S MUST BE INSTALLED AT THE END OF EACH WORK DAY OR AFTER THE CONSTRUCTION SITE IS CLOSED FOR THE DAY.
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DEPT. OF MOTOR VEHICLES
FIELD OFFICE

INTER-ARCH
SPACE PLANNING • INTERIOR DESIGN

SITE PLAN
1706 DESCANSO AVE
SAN MARCOS, CA 92078

SHEET NUMBER
A0.4

RESOLUTION PC 13-4364

A RESOLUTION OF THE CITY OF SAN MARCOS PLANNING
COMMISSION APPROVING A DIRECTOR'S PERMIT TO
ALLOW THE OPERATION OF A GOVERNMENTAL OFFICE
(CA. DMV FIELD OFFICE) IN THE COMMERCIAL (C) ZONE
IN THE BUSINESS/INDUSTRIAL DISTRICT

DP 13-015

P13-0021

Pacifica Real Estate Services

WHEREAS, on May 13, 2013 an application was received from Pacifica Real Estate Services on behalf of the State of California Department of Motor Vehicles ("DMV"), for a Director's Permit to allow the operation of a 14,000 square foot government office within a 20,061 square foot commercial building at 1706 Descanso Avenue, located in the Commercial (C) zone in the Business/Industrial District, more particularly described as:

Parcel 1 of Parcel Map 8165, filed in the office of the County
Recorder of San Diego County, on December 14, 1978
Assessor's Parcel Numbers: 219-117-44

WHEREAS, the application was submitted as a Director's Permit, however, given the public comments received, the application was elevated to the Planning Commission; and

WHEREAS, the Development Services Department did study said request and did recommend conditional approval of said request; and

WHEREAS, the required public hearing held on October 7, 2013 was duly advertised and held in the manner prescribed by law; and

WHEREAS, the Planning Commission did consider a Mitigated Negative Declaration (ND 13-008) for said request pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the Planning Commission's decision is based on the following findings and determinations:

1. The granting of the Conditional Use Permit will not adversely affect the implementation of the General Plan in that the proposed DMV office is consistent with the Land Use Goal of achieving a balanced distribution and compatible mixture of land uses to meet the present and future needs of all residents and the business community; and the DMV will occupy an underutilized/vacant building within a

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commercial center, providing employment opportunities and governmental services to San Marcos residents and the north county region.

2. The proposed Conditional Use Permit, with implementation of the proposed staff conditions, will not be detrimental to the public health, safety or welfare, or the surrounding land uses in the area in that there will be adequate parking (though a reciprocal parking/access agreement with APN 219-117-45) per Document 82-270291) and project generated traffic impacts will be mitigated below a level of significance.

NOW, THEREFORE, the Planning Commission resolves as follows:

- A. The foregoing recitals are true and correct.
- B. A Mitigated Negative Declaration (ND 13-008) is hereby approved pursuant to the California Environmental Quality Act (CEQA).
- C. The Conditional Use Permit is approved per the submitted site and floor plans for a 14,000 square foot DMV office, except as modified herein, and subject to compliance with the following conditions:
 1. The site plan (Sheet A0.4) and floor plan (Sheet A-1) shall be modified prior to submittal of building permits:
 - a. Sheet A0.4, identify parcel lines for APN 219-117-44 and 219-117-45
 - b. Sheet A0.4, identify total number of parking spaces on both parcels; identify the acreage of both parcels and building square footages
 - c. Sheet A0.4, an accessible path of travel shall be identified within the boundary of the site from public streets or sidewalks to coincide with the accessible path of travel from accessible parking spaces to all entrances and ground floor exits
 - d. Sheet A0.4, the applicant/developer shall include a statement on the approved site plan attesting to the fact that he/she has read Section 17.32.045 of the City's Grading Ordinance pertaining to permit exemptions, and that he/she believes to the best of his/her knowledge that he/she is exempt from the City's permit requirements based on one or more criteria set forth in said ordinance. Otherwise, a detailed grading plan shall be submitted to the City's Engineering Division for review and approval, and all related requirements must be met prior to issuance of a grading permit
 - e. Sheet A0.4, identify location of bicycle rack parking
 - f. Sheet A-1, identify total square footage of DMV suite
 - g. Sheet A-1, identify lobby seating
 2. Prior to public street improvement plan approval, the following conditions shall be complied with:

- a. The applicant/developer shall submit plans and specifications for improvement of all streets, rights-of-way (landscaping/irrigation) and drainage facilities to the City of San Marcos ("City") Engineering Division for approval. Plans shall include all off-site improvements as specified by the City Engineer. In addition, a signage and striping plan shall be included with the improvement plans utilizing CalTrans standards and acceptable to the City Engineer.
- b. Improvement plans shall delineate street alignments and grades including the change of any existing or proposed street alignments and grades required by the City Engineer and City's "Urban Street Design Criteria" in effect at the time of project approval.
- c. The applicant/developer of the property shall bear the expense of all on-site and offsite construction of, but not limited to, curb, gutter, sidewalk, medians, driveways, paving, traffic signal light modifications, striping, and resurfacing as required by the City Engineer.
- d. The exact alignment, width and design of all median islands, turning lanes, travel lanes, driveways, striping, and all other traffic control devices and measures, including turnouts, bike lanes, and width transitions, shall be approved by the City Engineer.
- e. The applicant/developer shall bear the expense for new traffic signals and/or signal modification(s), per the proposed improvements and any required mitigation measures.
- f. If applicable, the permanent placement of Vallecitos Water District's large meter services, detector checks, fire hydrants, etc., along Descanso Avenue shall be placed outside of the ultimate right-of-way to avoid reconstruction or modification of same.
- g. If applicable, the applicant/developer shall comply with all rules, regulations and design requirements of the respective sewer and water agencies regarding services to the project.
- h. If applicable, the project shall mitigate 100% of all water quality and hydromodification effects before leaving the improvement area and prior to entering the public right-of-way for all on-site and off-site improvements in accordance with the San Diego Regional Water Quality Control Board (SDRWQCB) Order R9 2013-0001 requirements and the City's current SUSMP design and submittal requirements at the time the grading permit is issued. New design requirements go into effect 12/24/15 under Order 2013-0001.

- i. The applicant/developer shall design and construct improvements along Descanso Avenue based upon the concept (Figure 11-1) provided in the San Marcos DMV Traffic Impact Analysis dated August 23, 2013 and prepared by Linscott, Law, and Greenspan. Said design shall create dual left turn lanes on eastbound Descanso and create a raised median along the APN 219-117-28, 219-117-44, 219-117-45, and 219-117-51 frontages. Said design shall include: a westbound to eastbound U-turn at the easterly APN 219-117-45 driveway, Rancho Santa Fe Road/Descanso traffic signal modifications, Descanso parking restrictions, striping and signage, be compliant with Federal ADA requirements and shall be to the satisfaction of the City Engineer.
- j. The applicant/developer shall pay an in-lieu fee for the signal timing plan.
- k. The applicant/developer shall post securities to the City of San Marcos, in amounts approved by the City Attorney and the City Engineer or their designees, for the construction of all public and private improvements including but not limited to the following: grading and erosion control, street improvements, traffic signals, storm drain facilities, landscaping, and off-site street repair. Said security shall be in a form acceptable to the City and shall remain in force until completion of the project and final approval by the City. Said security shall insure the construction of the "Approved" public improvements within a period to be specified in the Development Improvement Agreement.
- l. The applicant/developer shall enter into a Development Improvement Agreement with the City to complete the Descanso Avenue improvements and all required off-site transitions within 90 days or prior to occupancy, or satisfy the City Engineer that said work is in a suitable stage toward completion by the deadline.
- m. The applicant/developer shall ensure that the grading and other construction activities meet the provisions specified in the SDRWQCB Order No. R9-2013-0001 and the SWRCB General Construction Permit.
- n. The applicant/developer shall submit executed versions of separate petitions to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities Districts (CFD):
 - i. CFD 98-01, Improvement Area No. 1, Police Only
 - ii. CFD 2001-01, Fire and Paramedic
 - iii. CFD 98-02, Lighting and Landscape
 - iv. CFD 2011-01, Congestion Management

No permit will be issued without receipt of a petition for annexation and consent and waiver executed by the property owners for each of the above-

AGENDA ITEM

referenced Community Facilities Districts for the establishment of the special taxes. The applicant/developer shall comply with all rules, regulations, policies and practices established by State Law and/or by the City with respect to the Community Facilities Districts including, without limitation, requirements for notice and disclosure to future owners and/or residents.

In lieu of annexing into the districts, the applicant may pay in-lieu fees. All in-lieu fees will cover the 5-year term of Director's Use Permit 13-015 (P13-0021). Any renewal or modification to the current Director's Use Permit will require payment of additional in-lieu fees

3. Prior to issuance of any building permit, the following conditions shall be complied with:
 - a. All required modifications to the submitted site plan and floor plans shall be completed and submitted to the Planning Division for the permanent file. Modifications shall be incorporated into the building plans submitted for permit.
 - b. The parking lot restriping/resealing plan shall be included in the building permit submittal and shall clearly delineate the limits of the resealing/restriping. A table with total parking spaces (both parcels) shall be included. 283 parking spaces shall be provided on site. Individual parking spaces shall be a minimum of nine (9) feet wide by eighteen (18) feet depth. Curb overhang maybe allowed adjacent to sidewalks as long as there is a minimum unobstructed sidewalk width of four (4.0) feet. Otherwise, wheel stops shall be installed to prevent vehicles from hanging over the sidewalk. The design shall ensure there is adequate turning movement for emergency response. Parking lot improvements, in addition to restriping/resealing, may be subject to the SDRWQCB Order No. R9-2013-0001.
 - c. The specifications of any proposed roof equipment units shall be provided on the construction drawings; the specifications shall include the size, height and a picture of the units. Screening of all equipment, including ground mounted, shall be identified on the plans and shall specify design and material, subject to approval of the Planning Division.
 - d. An automatic fire extinguishing system is required in accordance with the latest adopted California Building Code, California Residential Code and/or San Marcos Fire Code Ordinance. Fire suppression systems shall conform to the standards adopted by the National Fire Protection Association and the San Marcos Fire Marshal.
 - e. Building plans and instruments of service submitted with a building permit application shall be signed and sealed by a California licensed design

professional as required by the State Business and Professions Code.

- f. New buildings and remodeled structures shall be designed to conform to the latest design standards adopted by the State of California in the California Building Code, Part 2, Title 24, California Code of Regulations.
- g. Sewer and water utilities shall be located wholly on the lot that serves the building in accordance with the latest adopted edition of the California Plumbing Code.
- h. The applicant/developer for the proposed discretionary use is required to pay Public Facilities Fees as established by the latest adopted Public Facilities Fee Resolution. The fee is based on the proposed land use and shall be paid prior to the issuance of the first permit for the development.
- i. The City of San Marcos is located in Seismic Design Category "D". Buildings and structures shall be designed to adequately transmit the dynamic lateral forces in accordance with the requirements of the latest adopted California Building Code.
- j. The proposed development shall comply with the latest Federal Law, Americans with Disabilities Act ("ADA-2010"), and State Law, California Code of Regulations, Title 24, for accessibility standards for the disabled.
- k. The storage, use or handling of hazardous, toxic or flammable materials shall be clearly indicated on all floor plans submitted for a building permit. Materials shall be identified in accordance with Health and Safety Code Section 25101.
- l. Tenants are required to obtain written permission from the building owner, or owner's agent, prior to obtaining a building permit from the city. Per San Marcos Municipal Code Chapter 17.08.030 Section 105.10, the tenant must obtain written permission from the building or property owner that the applicant is authorized to proceed with the proposed construction.
- m. The applicant/developer shall sign a statement on the approved site plan attesting to the fact that he/she has read Section 17.32.045 of the City's Grading Ordinance pertaining to permit exemptions, and that he/she believes to the best of his/her knowledge that he/she is exempt from the City's permit requirements based on one or more criteria set forth in said ordinance. Otherwise, a detailed grading plan shall be submitted to the City's Engineering Division for review and approval, and all related requirements must be met prior to issuance of a grading permit.
- n. The applicant/developer shall provide a reciprocal access agreement to the

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easterly parcel in a form satisfactory to the City Attorney. The agreement shall be recorded with the Office of the San Diego County Recorder. A copy of the recorded agreement shall be submitted to the City's Planning Division.

4. During construction, the following conditions shall be complied with:
 - a. Grading, excavation or other related earth moving operations, including warm-up and maintenance activities, shall be limited to the hours of 7:00 a.m. to 4:30 p.m., Monday through Friday. No work shall be allowed on Saturdays, Sundays and holidays.
 - b. All construction operations authorized by building permits, including the delivery, setup, and use of equipment shall be conducted on premises during the hours of 7:00 AM to 6:00 PM on Monday through Friday, and on Saturday between 8:00 AM and 5:00 PM. No work shall be conducted on Sundays or holidays observed by the City of San Marcos. Failure to comply will result in the issuance of STOP WORK NOTICES, REVOCATION OF PERMITS and the issuance of citations and fines as appropriate. Citations for hours of work violations require a mandatory court appearance in North County Superior Court.
 - c. During grading and construction operations, the applicant/developer shall maintain public and private driveway access to neighboring businesses/properties at all times unless previous arrangements have been made with the private parties affected. Copies of said agreements shall be provided to the City Engineer.
 - d. The applicant/developer shall submit a traffic control plan for all phases of construction for approval by the Director of Public Works. Said plan shall include all traffic control devices including traffic signals as required.
 - e. The applicant/developer shall ensure that the grading and other construction activities meet the provisions specified in the California Regional Water Quality Control Board, San Diego Region, Order No. R9-2013-0001.
 - f. The applicant/developer shall utilize sediment controls only as a supplement to erosion prevention for keeping sediment on-site during construction – NEVER as a single or primary method.
 - g. During construction the owner/developer/contractor shall implement and maintain the storm water pollution prevention measures as required by the State Water Resources Board and the City's Storm Water Management Ordinance. Violations of the City's Storm Water Management Ordinance will result in Stop Work Orders, Notices of Violation and citations with

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finer. Work on the project may be delayed until the City determines that the project is in compliance with the storm water requirements.

- h. Dust and dust producing materials shall be controlled within the maximum acceptable concentrations for silica and silicates in accordance with the California Code of Regulations, Title 8, Section 5155. Water and dust palliative shall be used to prevent excessive dust during blasting, construction and grading operations. Projects are required to comply with the Air Pollution Control District's standards for mitigating fugitive dust during all phases of construction.
- 5. Prior to occupancy, the following conditions shall be complied with:
 - a. All improvements shown on the improvement plans, as approved by the City Engineer, shall be constructed prior to release of any improvement securities and as specified in the Development Improvement Agreement for this project.
 - b. Improvements as shown on the approved improvement plans shall be constructed to the satisfaction of the Public Works Director.
 - c. An accessible path of travel shall be installed (per the approved plans) within the project boundary of the site from public streets or sidewalks to coincide with the accessible path of travel from accessible parking spaces to all entrances and ground floor exits.
 - d. The applicant shall submit a current 5-year fire sprinkler certification by a C-16 License Contractor to the Fire Department.
 - e. All applied water quality BMP's shall be inspected and approved by the Public Works Director, City Engineer, Planning Director and Storm Water Manager.
 - f. The City assigned BMP ID number of all applied water quality BMP's shall be shown on the installed BMP. Said ID number may be delineated with a stencil or sign to the satisfaction of the Public Works Director.
 - g. The applicant shall contact the Planning Division to inspect the project for conformance with conditions of approval. Any rooftop and ground mounted mechanical units, vents, ducts, etc. shall be screened from view from street grade & adjacent properties. Said screening mechanism shall be inspected by the Planning Division, and if determined necessary, additional screening may be required, as determined acceptable by the Planning Director
 - h. Building address shall be clearly labeled for day and nighttime emergency responses. In addition, adequate lighting shall be provided to deter potential

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10/7/13

criminal activities.

- i. The proposed development shall satisfy the conditions of approval prior to occupancy. The owner/developer/contractor shall obtain approval from all City departments and other agencies before requesting a Certificate of Occupancy ("C of O") from the Development Services Department. For phased developments, the conditions of approval shall be satisfied prior to requesting the first occupancy.
6. The use of an outdoor PA system or visual paging system shall be prohibited.
7. Prior to release of any securities, a digital disk of all as-built drawings and maps is required on a CD. Said files shall be in an Autocad format acceptable to the City of San Marcos. Said drawings shall be on the correct coordinate system. PDF versions of all approved drawings and recorded documents shall be provided. In addition, electronic files of the project reports (i.e. soils report, drainage study, SWPPP, Water Quality Technical Report, structural calculations, title report and guarantee and etc.) shall be submitted on a CD. Copies of the final as-built drawings shall be submitted on a CD in a format acceptable to the City. A Mylar of the map, after recordation is also required.
8. The applicant/developer shall post a security with the City in an amount approved by the City Engineer for the warranty of all dedicated public improvements for a one (1) year period from the time of acceptance by the Director of Public Works.
9. "As-Built" reproducible grading and improvement plans shall be submitted and approved by the Public Works Director and the City Engineer. "As-Built" plans shall reflect minor field changes and approved construction changes in accordance with the City's "As-Built" policy. The plan set shall also include the as-built layout for all utilities (gas, telephone, electric, television, and street lighting) as depicted on the individual utilities plan sheets.
10. The applicant/developer shall be responsible for mitigating impacts if created by changes in drainage runoff course, concentration, or quantity to the satisfaction of the City Engineer for both on-site and off-site drainage.
11. A separate permit shall be required for any new signage. Wall signs shall be limited to individual channel letters and logos. Modification or expansion of the existing monument sign shall require issuance of sign permit. Temporary or portable signs (i.e.: feather banners, A-frames, T-frames, etc.) are prohibited.
12. "No Loitering" signs should be conspicuously posted in the parking lot.
13. The approved architecture, paint colors and materials shall not be modified by the owner(s) or subsequent owner(s) in the future without City approval.

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14. All trees and landscaping shall be maintained in a healthy, thriving manner. If any trees/landscaping shall die or become diseased, the trees/landscaping shall be replaced in numbers and quantity to provide the same landscaping and screening value.
15. The applicant/developer shall comply with all provisions and requirements set forth in the San Marcos Municipal Code, City ordinances, City policies and City resolutions, and with all applicable state and federal regulations, whether or not such provisions or requirements have been specifically set forth in these conditions, all of which are now incorporated herein by reference and fully set forth at this point.
16. Use of the site shall be conducted so as not to become obnoxious by reason of noise, odor, refuse or maintenance of grounds and in such a manner as will not detrimentally affect adjoining properties and uses.
17. To the extent feasible and as permitted by law, developers and contractors are requested to first consider the use of San Marcos businesses for any supplies, materials, services, and equipment needed, and the hiring of local residents in order to stimulate the San Marcos economy to the greatest extent possible.
18. The Planning Division may, but is not obligated to, inspect the premises annually to ensure compliance with all conditions of the use permit approval. If the Planning Division determines that compliance is not being achieved, then a public hearing shall be scheduled for possible use permit modification or revocation.
19. Any future expansion or modification shall require a modification to DP 13-015. The Director's Permit application must be submitted for review and approval by the Development Services Department prior to the issuance of any building permits. Modification/renewal of DP 13-015 may be processed as an administrative Director's Permit.
20. This Director's Permit shall expire on October 7, 2018. Any request for permit extension shall be applied for by the permittee no later than thirty (30) days prior to the expiration date.
21. To the extent permitted by law, the Developer shall defend and hold the City of San Marcos ("City"), its agents and employees harmless from liability from: (i) any and all actions, claims, damages, injuries, challenges and/or costs of liabilities arising from the City's approval of any and all entitlements or permits arising from the project as defined in the conditions of approval, or issuance of grading or building permits; (ii) any damages, liability and/or claim of any kind for any injury to or death of any person, or damage or injury of any kind to property which may arise from or be related to the direct or indirect operations of the Developer or its contractors, subcontractors, agents, employees or other persons acting on Developer's behalf which relate to the project; and (iii) any and all damages, liability

and/or claims of any kind arising from operation of the project. Developer further agrees that such indemnification and hold harmless shall include all defense-related fees and costs associated with the defense of City by counsel selected by the City. This indemnification shall not terminate upon expiration of the conditions of approval or completion of the project, but shall survive in perpetuity.

PASSED AND ADOPTED by the Planning Commission of the City of San Marcos, State of California, at a regular meeting thereof, this 7th day of October, 2013, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

APPROVED:

Dean Nelson, Chairman
SAN MARCOS CITY PLANNING COMMISSION

ATTEST:

Lisa Kiss, Office Specialist III
SAN MARCOS CITY PLANNING COMMISSION

AGENDA ITEM # _____



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

The City of San Marcos intends to adopt ND 13-008. A Negative Declaration* has been prepared for this project and a printed copy is available for review at the City of San Marcos, Development Services Department, 1 Civic Center Drive, San Marcos, CA 92069-2949. Upon request, the document is available digitally on a CD for a nominal fee, or you may view/print the document at: www.san-marcos.net, select DEPARTMENTS / DEVELOPMENT SERVICES / PLANNING / ENVIRONMENTAL DOCUMENTS.

CASE NO.: DP 13-015/ND 13-008 (P13-0021)

APPLICANT: Pacifica Real Estate Services

DESCRIPTION OF THE PROJECT: A request for a Director's Permit (DP) to allow the operation of a 14,000 square-foot government office within an existing commercial building. The proposed Department of Motor Vehicles (DMV) office will occupy the front suite of the 20,061 square-foot building, and will include tenant improvements of said suite, and repair/sealing and restriping of the parking lot. Days of operation for the DMV office will be Monday through Friday, and closed on weekends. Types of service will include vehicle registration, license renewal, written driver's tests, and in-vehicle driver's test (off-site).

LOCATION: 1706 Descanso Avenue, San Marcos, CA 92078. Assessor's Parcel Numbers: 219-117-44 & 219-117-45.

REVIEW PERIOD: August 28, 2013 – September 18, 2013

PUBLIC HEARING DATE: Director's Permit's do not require a public hearing. A subsequent Public Notice will be sent with the date of intended decision.

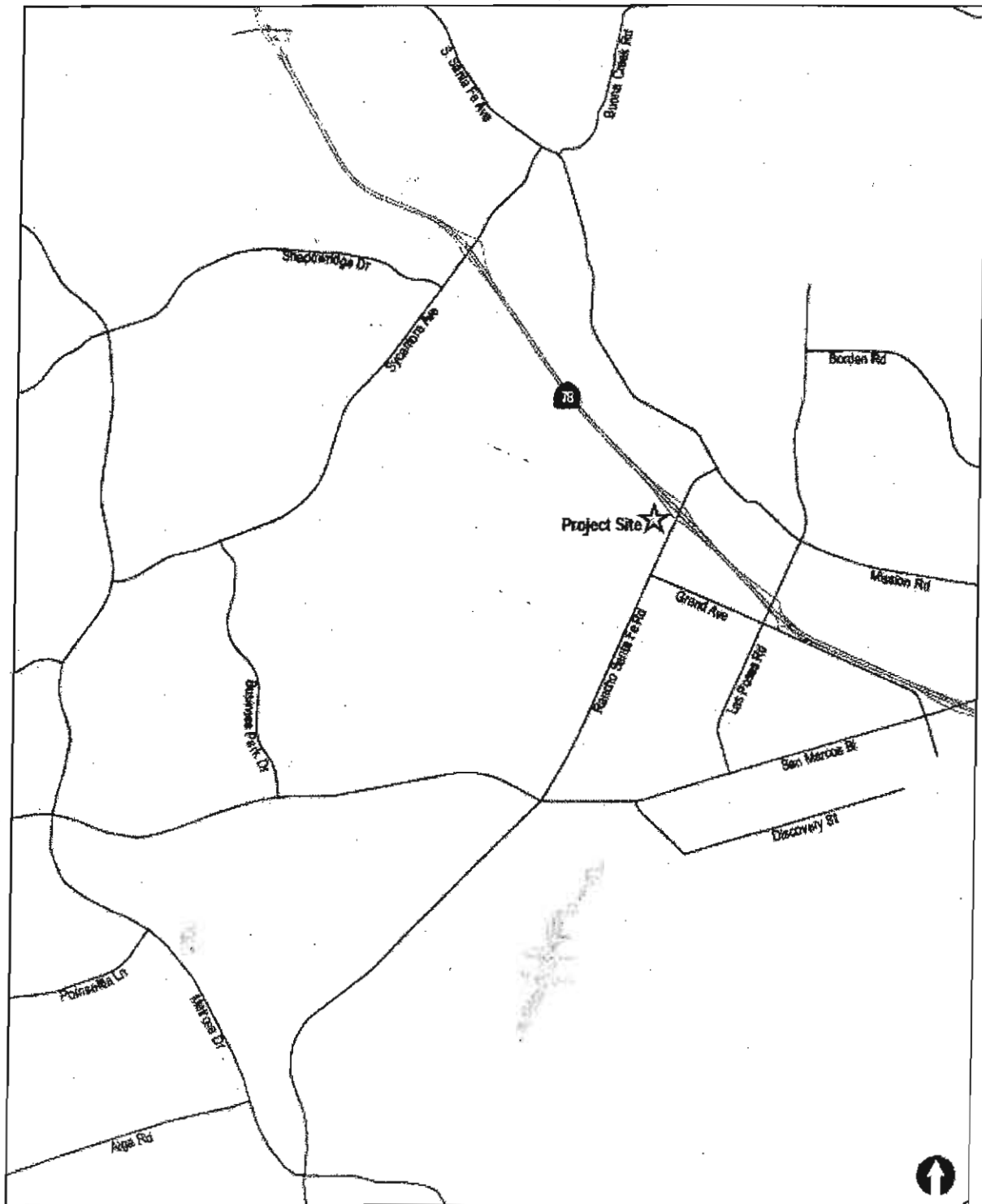
The purpose of this notice is to give interested persons an opportunity to be informed of the environmental determination prior to action by the City. If you have questions about this Notice, you may contact Norm Pedersen, Associate Planner, 760-744-1050, Extension 3236.

COUNTY CLERK: Please post until **September 18, 2013** per Section 21092.3 of the Public Resources Code.

*Negative Declaration means a written statement/analysis briefly describing the reasons why a proposed project will not have a significant effect on the environment.

← **VICINITY MAP ON OTHER SIDE** →

AGENDA ITEM



NEGATIVE DECLARATION 13-008 FOLLOWS

**ATTACHMENTS CAN BE VIEWED ON THE
CITY'S WEBSITE UNDER PLANNING
DIVISION ENVIRONMENTAL DOCUMENTS**



CITY OF SAN MARCOS

Negative Declaration 13-008

DATE: August 28, 2013
APPLICANT: Pacifica Real Estate Services

- 1. PROJECT CASE NUMBER:** P13-0021
- 2. LEAD AGENCY NAME AND ADDRESS:** City of San Marcos, 1 Civic Center Drive, San Marcos, CA 92069.
- 3. CONTACT PERSON AND PHONE NUMBER:** Norm Pedersen, Associate Planner, 760-744-1050 x3236.
- 4. PROJECT LOCATION:** 1706 Descanso Avenue. Assessor's Parcel Numbers: 219-117-44 & 219-117-45.
- 5. PROJECT SPONSOR'S NAME AND ADDRESS:** Dan Hayden, Pacifica Real Estate Services. 5505 Cancha de Golf, Rancho Santa Fe, CA 92091.
- 6. GENERAL PLAN DESIGNATION:** Commercial.
- 7. ZONING:** Commercial (C).
- 8. DESCRIPTION OF PROJECT:** A request for a Director's Permit (DP) to allow the operation of a 14,000 square-foot government office within an existing commercial building. The proposed Department of Motor Vehicles (DMV) office will occupy the front suite of the 20,061 square-foot building, and will include tenant improvements of said suite, and repair/sealing and restriping of the parking lot. Days of operation for the DMV office will be Monday through Friday, and closed on weekends. Types of service will include vehicle registration, license renewal, written driver's tests, and in-vehicle driver's test (off-site).
- 9. SURROUNDING LAND USES AND SETTING:** The site consists of an existing commercial center with two (2) commercial buildings (totaling approximately 95,000 square feet) on separate parcels. The existing parking lot has 283 parking spaces, shared between the two (2) parcels, and is accessed by three (3) driveway entries off of Descanso Avenue. The site is zoned Commercial (C), and designated "Commercial" in the General Plan. The project site is surrounded by multi-family residential to the west, a service station to the east, State Route 78 to the north, and a mobile home park to the south across Descanso Avenue.
- 10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g. PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):** None.
- 11. MITIGATION MEASURES:**
 - The City of San Marcos is located in Seismic Design Category "D". Buildings and structures shall be designed to adequately transmit the dynamic lateral forces in accordance with the requirements of the latest adopted California Building Code.
 - All construction related BMPs shall be shown in detail on the construction plans submitted to the City for review and approval.
 - Obtain approval of a Director's Permit to allow the operation of the DMV office
 - Construction hours shall be limited in accordance with the Grading Ordinance and Municipal Code.
 - The applicant/developer/property owner shall submit an executed version of petition to annex into and establish,

with respect to the property, the special taxes levied by the following Community Facilities District (CFD): (a) CFD 2011-01, Congestion Management.

- The applicant/developer shall design and construct a raised median along Descanso Avenue from Rancho Santa Fe Road to the property frontage just west of the middle driveway entry. The median shall include a u-turn pocket at the intersection of the middle driveway of the commercial center and Descanso Avenue. With the raised median, left turns into and out of the existing gas station driveway and the easternmost project driveway will not be possible. Vehicles leaving the DMV and gas station sites will be required to make right turn out and make a u-turn at the middle project driveway. Striping shall include an additional left-turn lane from eastbound Descanso Avenue onto Rancho Santa Fe Road and the restriping of lanes of Descanso Avenue on the east side of Rancho Santa Fe Road. In addition, the phasing of the Descanso Avenue/Rancho Santa Fe Road traffic signal shall be modified to provide an eight-phase signal. Improvements shall be designed and constructed to the satisfaction of the City Engineer/Public Works Director.
- The applicant/developer/property owner shall submit executed versions of separate petitions to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities Districts (CFDs): (a) CFD 98-01, Improvement Area No. 1, Police, (b) CFD 2001-01, Fire and Paramedic, and (c) CFD 98-02, Lighting and Landscape.
- The proposed new development is subject to the payment of School Fees as required by law. The applicant is required to submit a Certificate of Compliance from the school district to obtain building permits from the City.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |

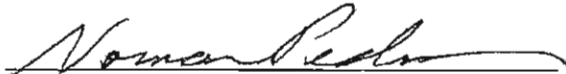
DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact, but at least one effect 1) has been adequately analyzed in an earlier document

unless mitigated" impact, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

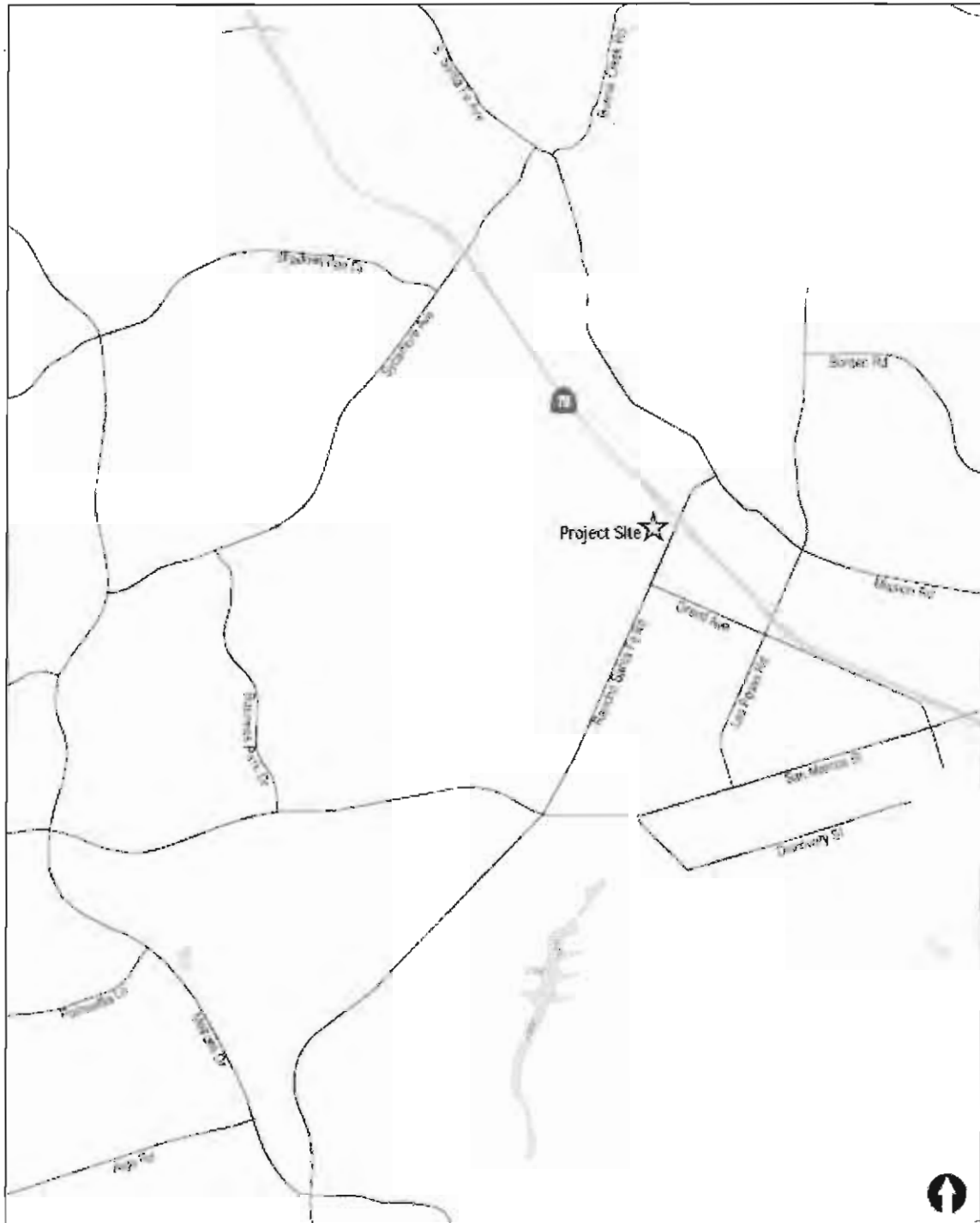
August 28, 2013

Date

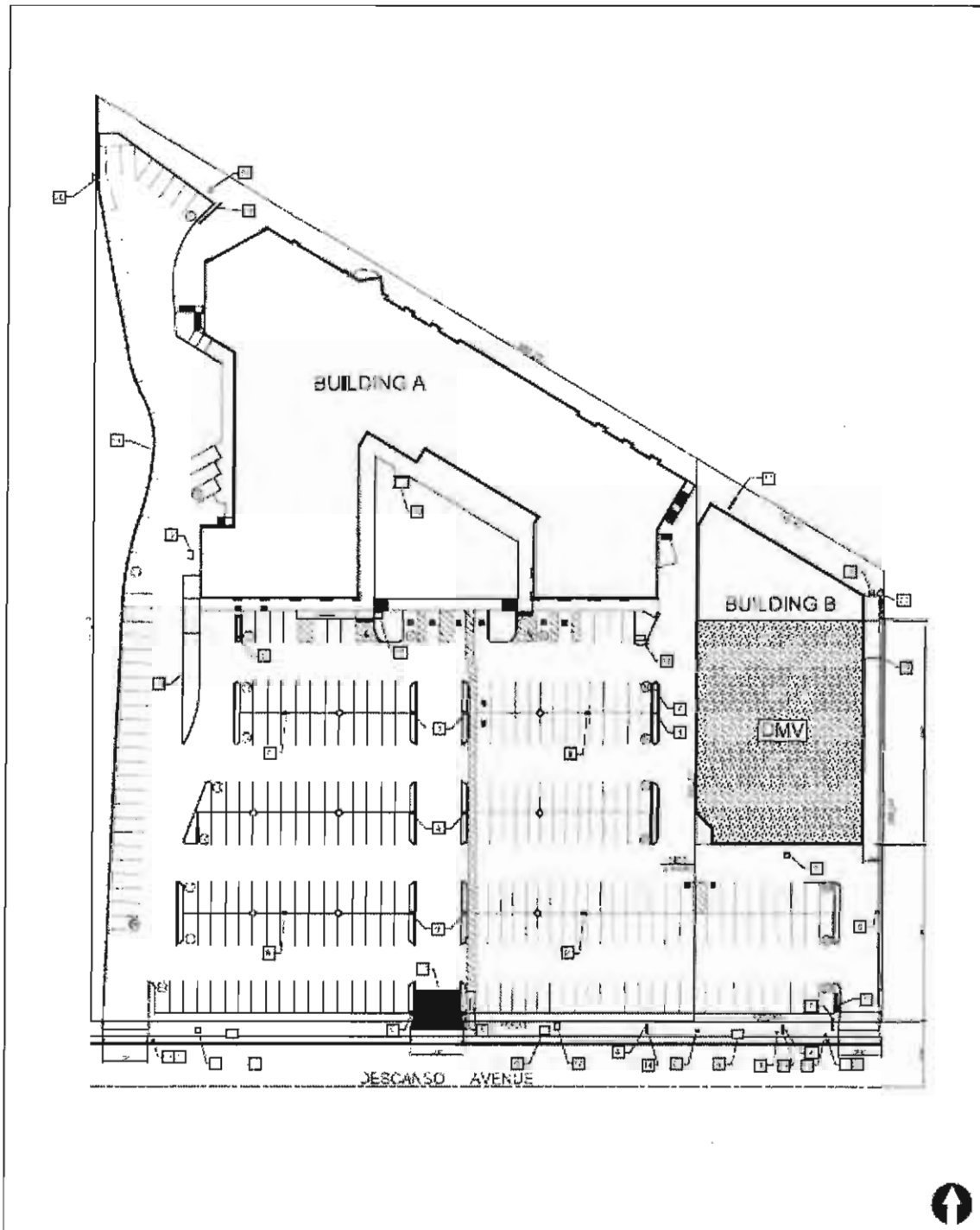
Norm Pedersen

Printed Name

VICINITY MAP



PROJECT SITE PLAN



INITIAL STUDY ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No significant impacts of any scenic vista, or view open to the public are anticipated as a result of the proposed DMV office. The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. The site is not located within a State scenic highway route. No new parking lot lighting is proposed. Therefore, the proposed project will not have any significant impacts to scenic views, scenic resources, or visual quality.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and Forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. - Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The site is already developed as a commercial center and is not used for agricultural purposes nor is the area designated as farmland or agricultural land as prime, unique, or farmland of statewide importance or as forest land. Therefore, the proposed project will not impact agricultural resources.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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III. AIR QUALITY – *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The site is already developed as a commercial center. The proposed project will be located within a portion of an existing commercial building with no expansion of the building. The project site is located in the San Diego Air Basin (SDAB). An Air Quality analysis has been prepared by Scientific Resources Associated (SRA), dated 7/11/13 (Attachment "A"), to evaluate the potential air quality impacts of the project based upon the proposed tenant improvements and traffic trips generated in the context of the regulatory framework, and is discussed below. The methodology for preparing the impact analysis involved identifying existing conditions, including background ambient air quality levels. To gauge the potential significance of air quality impacts associated with the proposed project, emissions associated with both construction and operation of the proposed project were estimated and compared with applicable air quality significance thresholds. Emissions attributable to both construction activities and project operation were calculated using the CalEEMod model.

The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality. The climate of the San Marcos area is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Most of the annual rainfall occurs in the winter while summers are often completely dry. An average of 13.10 inches of rain falls each year, mainly occurring from mid-November to early April. The average maximum temperature is 74 degrees F, while the average minimum temperature is 51.9 degrees F. The same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted by the climate. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. High smog levels in coastal communities occasionally occur when polluted air from the South Coast (Los Angeles) Air Basin drifts seaward and southward at night, and then blows onshore the next day over San Diego County.

The Air Pollution Control District (APCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standard (CAAQS) and the National Ambient Air Quality Standard (NAAQS). The nearest ambient monitoring station to the project site is the Escondido monitoring station. The Escondido monitoring station measures CO, O3, PM10, PM2.5, and NO2. The nearest monitoring station in San Diego County that measures SO2 is the downtown San Diego monitoring station.

The Escondido monitoring station has recorded exceedance of the federal and state 8-hour standards during the period from 2009 through 2011. The Escondido monitoring station regularly measures exceedances of the state PM10 and PM2.5 standards. The data from the monitoring stations indicate that air quality is in attainment of all other ambient air quality standards.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM10 or exceed quantitative thresholds for O3 precursors, oxides of nitrogen (NOX) and volatile organic compounds (VOCs), project emissions may be evaluated based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA).

For CEQA purposes, the screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. Since APCD does not have AQIA thresholds for emissions of VOCs, the use of the threshold for VOCs from the City of San Diego's Significance Thresholds (City of San Diego 2007) is appropriate. The screening thresholds are the following:

1. Thresholds for Construction Emissions:

Pollutant	Total Emissions:	lbs/day
Respirable Particulate Matter (PM ₁₀)		100
Fine Particulate Matter (PM _{2.5})		100
Oxides of Nitrogen (NOx)		250
Oxides of Sulfur (SOx)		250
Carbon Monoxide (CO)		550
Volatile Organic Compounds (VOCs)		137

2. Thresholds for Operational Emissions:

Pollutant	Total Emissions:	lbs/hour	lbs/day	tons/year
Respirable Particulate Matter (PM ₁₀)		---	100	15
Fine Particulate Matter (PM _{2.5})		---	100	15
Oxides of Nitrogen (NOx)		25	250	40
Oxides of Sulfur (SOx)		25	250	40
Carbon Monoxide (CO)		100	550	100
Lead and Lead Compounds		---	3.2	0.6
Volatile Organic Compounds (VOCs)		---	137	15

The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria. The CalEEMod Model was used to calculate emissions associated with construction of tenant improvements for the project, and consider emissions from construction including equipment, worker and vendor trips, dust, architectural coatings. Estimated maximum daily construction emissions for the proposal are the following:

1. Estimated Construction Emissions:

Pollutant	Total Emissions:	lbs/day
Respirable Particulate Matter (PM ₁₀)		1.25
Fine Particulate Matter (PM _{2.5})		1.16

Oxides of Nitrogen (NO _x)	13.84
Oxides of Sulfur (SO _x)	0.02
Carbon Monoxide (CO)	11.39
Volatile Organic Compounds (VOCs)	9.14

Emissions are less than the significance thresholds for all pollutants. During construction of tenant improvements, the project will implement a fugitive dust emissions control plan. Any development activity on the project site will be subject to all Federal and State air quality standards. The project will also use low-VOC paints.

Operational emissions include emissions associated with operations of an office use, including energy use and vehicle traffic. In accordance with the traffic study prepared by Linscott, Law, & Greenspan Engineers (dated 8/23/13), the expected trip generation for the project is estimated to generate approximately 2,240 Average Daily Trips (ADT). The CalEEMod Model was used to calculate emissions associated with the proposal, and estimated emissions in pounds per day are the following:

Summary of Estimated Operational Emissions With Green House Gas Reduction Measures

Pollutant	Total Emissions:	lbs/day (summer)	lbs/day (winter)
Respirable Particulate Matter (PM ₁₀)		13.43	13.44
Fine Particulate Matter (PM _{2.5})		0.82	0.83
Oxides of Nitrogen (NO _x)		18.17	19.02
Oxides of Sulfur (SO _x)		0.12	0.11
Carbon Monoxide (CO)		85.10	86.70
Volatile Organic Compounds (VOCs)		9.66	10.19

The air quality impacts associated with operations would be less than significant. The proposed project would not result in a violation of an air quality standard or contribute substantially to an existing or projected air quality violation. The proposed project will comply with all applicable rules and regulations that have been adopted as part of the State Implementation Plan and will not conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS), and impacts would be less than significant. The proposed office use is not a land use that would expose sensitive receptors (schools, daycare centers, hospitals, resident care facilities and residential receptors) within the vicinity to substantial amounts of pollutants. Toxic air contaminant impacts and other construction related activities associated with the project would be minor and would not result in a significant impact to sensitive receptors in the area. The proposed office use is not a land use that would be a source of objectionable odors. The project would therefore not result in a significant direct or cumulative impact on the ambient air quality, and no mitigation is required.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- *Would the project:*

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ ☐ ☐ ☒

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. No sensitive habitat exists on site. Therefore, the proposed project will not result in the alteration or diversity of plant or animal species, number of endangered species, or introduce new species of plants or habitat.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- *Would the project:*

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique				

geologic features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. There are no known previously recorded cultural or historic resources on site. Therefore, the proposed project will not impact cultural resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – *Would the project:*

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. The proposed tenant improvements will be constructed, where applicable, to current seismic construction standards per the California Building Code. Therefore, there are no significant impacts to earth conditions or geologic substructures, substantial changes in topography, increase in soil erosion, or the exposure of people or property from the project, and no geologic hazards are anticipated from the implementation of the proposed project.

Mitigation Measure:

- The City of San Marcos is located in Seismic Design Category “D”. Buildings and structures shall be designed to adequately transmit the dynamic lateral forces in accordance with the requirements of the latest adopted California Building Code.

	Potentially Significant Impact	Potentially Significant unless Mitigated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -- *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. A Greenhouse Gas Emissions (GHG) analysis has been prepared by Scientific Resources Associated (SRA), dated 7/11/13 (Attachment “B”), to address construction impacts and impacts associated with the office operations, including energy use, water use, and vehicle trips that will be generated by the DMV office.

The requirements of State of California Assembly Bill 32 to address Global Climate Change (GCC) under CEQA address the potential cumulative impacts that a project’s GHG emissions could have on GCC. Since GCC is a global phenomenon, no direct impact would be identified for an individual land development project. As discussed in Section 15064.4 of the CEQA Regulations, the determination of the significance of greenhouse gas emissions calls for a determination by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.

GHG emissions associated with the proposed project were estimated separately for five categories of emissions that would address construction and operations: (1) construction; (2) energy use, including electricity and natural gas usage; (3) water consumption; (4) transportation; and (5) solid waste handling. Emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol (GRP) (CCAP 2009). The results of the GHG inventory for emissions with implementation of GHG reduction measures are presented below. The analysis also considers the previous use on site of a furniture store, and emission results are given as a net value. The net emissions for the proposed project is estimated to be 881 metric tons per year which is less than the California Air Pollution Control Officers Association (CAPCOA) screening-level of 900 metric tons per year.

**SUMMARY OF ESTIMATED OPERATIONAL GREENHOUSE GAS EMISSIONS
WITH GHG REDUCTION MEASURES**

Emission Source	Annual Emissions (Metric tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Operational Emissions				
Energy Use Emissions	15.71	-	-	15.81
Water Consumption Emissions	0.03	0.08	0.00	2.47
Solid Waste Handling	2.64	0.16	0.00	5.92
Vehicle Emissions	925.33	0.06	0.00	926.47
Amortized Construction Emissions	1	-	-	1
Total	945	0.30	0.00	952
Global Warming Potential Factor	1	21	310	
CO ₂ Equivalent Emissions	945	7	0	952
TOTAL CO₂ Equivalent Emissions	952			
Business as Usual CO₂ Equivalent Emissions	1,348			
Percent Reduction	29.38%			
Existing CO₂ Equivalent Emissions	71			
Net CO₂ Equivalent Emissions	881			

The report concluded that emissions of GHGs would result in a net increase in emissions from construction and operations under “business as usual” conditions. Taking into account the state and federal programs designed to improve vehicle fuel efficiency, the proposed DMV office would reduce emissions from “business as usual” levels by 29.38%. This would meet the goal of reducing emissions by 28.35% as set forth in the California Air Resource Board Scoping Plan, and would reduce emissions to less than significant levels. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, nor would it conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases above the current General Plan build-out. Global climate change impacts are less than significant and therefore no mitigation is required.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS -- *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to | | | | |

Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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No significant impacts to emergency response plans or exposure to hazardous substances or the risk of explosion are anticipated as a result of the proposed project. Adequate emergency access will be maintained through the existing driveways off of Descanso Avenue into and throughout the commercial center. Adequate emergency response capability is available with San Marcos Fire Station No. 2 located within a 2-mile vicinity. In addition, the existing building has a fire sprinkler system. The property will be required to be annexed into the City's Community Facilities District, CFD 2001-01: Fire/Paramedic. The subject property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are several monitoring wells located on site for monitoring of the existing leaking underground storage tanks on the adjacent service station property to the east and the service station to the southeast across Descanso Avenue. However, no potential subsurface plumes will be encountered as part of the project since no excavation or building expansion is proposed. The project is not located within two miles of any airports; however, it is located within the Airport Influence Area of the McClellan-Palomar Airport Land Use Compatibility Plan. Due to the nature of the proposed project, it is a compatible land use within Review Area 2 of said plan. The project site is not within the vicinity of a private airstrip. Therefore, the project would not subject people to safety hazards associated with public or private airports. The site is not located within a wildlands area. Therefore, no impacts to these issues are anticipated as a result of the project.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY -- *Would the project:*

a) Violate any water quality standards or waste discharge requirements?

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b) Have a potentially significant adverse impact on

groundwater quality or cause or contribute to an exceedance of applicable groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site (e.g. downstream)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Be tributary to an already impaired water body as listed on the Clean Water Act Section 303(d) list. If so, can it result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| l) Be tributary to environmentally sensitive areas (e.g. MSCP, RARE, Areas of Special Biological Significance, etc.)? If so, can it exacerbate already existing sensitive conditions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| m) Have a potentially significant environmental impact on surface water quality, to either marine, fresh or wetland waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| n) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| p) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| q) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| r) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No bodies of water are present on the site, therefore, the project is not expected to result in the alteration of: currents or water movements, temperature or turbidity of water, direction or rate of flow of ground waters, the quantity of water, or the amount of potable water. The site is not located within the 100-year floodplain or in proximity to a body of water of which the proposed project would be subject to flooding. There will be no change to the rate and amount of surface water runoff from the site. The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. The project proposes tenant improvements for the 14,000 square-foot suite within the existing building. In addition, the project proposes crack repair and resealing of the parking lot, but no subsurface excavation is proposed. Best Management Practices (BMPs) will be implemented during construction.

Mitigation Measures:

- All construction related BMPs shall be shown in detail on the construction plans submitted to the City for review and approval.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING – *Would the project:*

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, | | | | |

specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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The site is zoned Commercial (C), and designated "Commercial" in the General Plan. The project site is surrounded by multi-family residential to the west, a service station to the east, State Route 78 to the north, and a mobile home park to the south across Descanso Avenue. Per Section 20.220.040 of the City Zoning Ordinance, a Director's Permit (DP) is required to allow for a government office within the Commercial (C) Zone. The Director's Permit will set forth conditions to address operational standards of the use. Days of operation for the DMV office will be Monday through Friday and closed on weekends. The proposed DMV office will be located within an enclosed building on a property already developed as a commercial center. The commercial center consists of two (2) commercial buildings totaling approximately 95,000 square feet. The proposed DMV office will be located within a 14,000 square-foot suite in the smaller 20,000 square-foot building. The project proposes tenant improvements for the suite, but no expansion of the building is proposed. In addition, the project proposes repair/sealing and restriping of the parking lot. The remaining 6,000 square-foot suite within this building is currently vacant, and a furniture store currently occupies the other building on site. Each building is located on its own parcel, and parking within the lot is shared between the properties. The existing 283 parking spaces on-site exceed the amount required, per the City Parking Ordinance, for the proposed DMV office and existing uses within the commercial center.

Mitigation Measures:

- Obtain approval of a Director's Permit to allow the operation of the DMV office

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES -- *Would the project:*

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ ☐ ☐ ☒

☐ ☐ ☐ ☒

The site is already developed as a commercial center. The proposed project will be located within an existing commercial building. No expansion of the building is proposed. Therefore, the proposed project will not impact mineral resources.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XII. NOISE -- *Would the project result in:*

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No significant impacts regarding increases in existing noise levels or the exposure of people to severe noise levels are anticipated as a result of the proposed project. Operations of the proposed project will primarily occur within the enclosed building. However, there will be nine (9) parking spaces designated within the parking lot for visual inspection of vehicles and the start/end point for off-site driver's tests. It is expected that there will be an incremental impact upon the ambient noise level of the area within the immediate area, but will be a less than significant impact. The noise generated by the proposed project is expected to generate no more noise than is usually associated with typical neighboring commercial uses (i.e., retail store, service stations), and no greater than anticipated noise levels for commercial uses per the General Plan. Therefore, the proposed DMV office will be a compatible use with adjacent commercial uses and residential development to the east and south (across Descanso Avenue). The project will be conditioned to comply with the Noise Ordinance Standards for commercial uses. There are no sensitive receptors (i.e., school, care facility) within the vicinity. Any potential severe noise during construction of tenant improvements will be mitigated to a level of insignificance with routine implementation of the Municipal Code which limit the hours of construction to Monday through Friday, 7:00 AM to 6:00 PM, and Saturday, 8:00 AM to 5:00 PM. The project is not located within two miles of any airports or private airstrip, but it is located within the Airport Influence Area of the McClellan-Palomar Airport Land Use Compatibility Plan. However, Palomar Airport is located more than seven (7) miles to the west in Carlsbad, and the site is not located within an area exposed to potential excessive airport noise as identified per the plan.

Mitigation Measures:

- Construction hours shall be limited in accordance with the Municipal Code.

	Potentially	Potentially Significant	Less Than
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	Significant Impact	Unless Mitigated	Significant Impact	No Impact
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XIII. POPULATION AND HOUSING -- *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Due to the nature of the proposed project, no significant impacts to population are anticipated nor will substantial growth be induced in that the subject site is designated for commercial or office uses. Therefore, no significant impacts to housing or population will occur as a result of the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES --

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the public services:

- | | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

No significant impacts to fire protection, police, schools, parks, maintenance of public facilities, or other governmental facilities are anticipated as a result of the proposed project provided the property is annexed into the appropriate Community Facilities Districts (CFDs). Adequate emergency response capability is available by virtue of the CFD system. Additionally, San Marcos Fire Station No. 2 is located within a 2-mile vicinity. The existing building has a fire sprinkler system, and the site layout provides adequate circulation for emergency vehicles. The property will be required to be annexed into the Police/Fire and Lighting/Landscaping

Community Facilities Districts. In addition, the proposal will be subject to school impact fees.

Mitigation Measures:

- The applicant/developer/property owner shall submit executed versions of separate petitions to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities Districts (CFDs): (a) CFD 98-01, Improvement Area No. 1, Police, (b) CFD 2001-01, Fire and Paramedic, and (c) CFD 98-02, Lighting and Landscape.
- The proposed new development is subject to the payment of School Fees as required by law. The applicant is required to submit a Certificate of Compliance from the school district to obtain building permits from the City.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XV. RECREATION --

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No significant impacts to recreation are anticipated as a result of the proposed project. Due to the nature of the project it will not affect the quality or quantity of recreational opportunities.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC -- *Would the project:*

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The site is developed with an existing commercial center. The proposed DMV office will be located within a 14,000 square-foot suite within one of the two buildings on site. A traffic study was prepared by Linscott, Law, & Greenspan Engineers (dated 8/23/13) (Attachment "C") for the proposed DMV office which indicates an estimated trip generation rate of 2,240 Average Daily Trips (160 trips per 1,000 square feet of building square footage). The traffic generation rate is based upon number of trips surveyed at an existing DMV office in El Cajon, California. The 13,600 square-foot El Cajon office is similar in size and function as the proposed DMV office for San Marcos.

The traffic study analyzed six (6) intersections and three (3) road segments within the immediate vicinity, and two (2) freeway segments east and west of the Rancho Santa Fe Road ("RSF") freeway interchange (analyzed the eastbound and westbound traffic of each segment). The study also analyzed the (2) metered on-ramps at Rancho Santa Fe Road to Westbound SR-78 and Rancho Santa Fe Road to Eastbound SR-78. Based on current conditions, all of the intersections and segments will operate at acceptable levels of service (LOS D or better) with the proposed DMV office. Levels of Service (LOS) of D or better comply with City standards.

The traffic study also considered Near-Term and Horizon Year 2030 project volumes in its analysis of potential traffic impacts. Under the Near Term and Horizon Year 2030 cumulative conditions, the analysis determined that surrounding intersections and road segments are forecast to operate at acceptable levels of service (LOS D or better) with or without the proposed DMV office. In the Near-Term, all freeway segments reviewed by the traffic study are forecast to operate at LOS E or worse with or without the proposed project, except for the eastbound and westbound segments between Sycamore and Rancho Santa Fe Road which will operate at LOS D during the AM peak hour, and the westbound segment between Rancho Santa Fe Road and Las Posas Road which will operate at LOS C during the AM peak hour and LOS D during the PM peak hour. In the Horizon Year 2030, all freeway segments reviewed by the study are forecast to operate at LOS F with or without the proposed project, except for the eastbound segment between Rancho Santa Fe Road and Las Posas Road which will operate at LOS D during the AM peak hour. The significance thresholds allow an increase in the Volume/Capacity (V/C) ratio of 0.010. As described above, the increase in the V/C ratio for the freeway segments is less than the threshold of significance (0.010), therefore the project is not forecast to result in any freeway segment significant impacts. The study also analyzed potential impacts to the RSF Road to Westbound SR-78 metered ramp and the RSF Road to Eastbound SR-78 metered ramp, using Caltrans Performance Measurement System. The measure of effectiveness is determined by the delay in minutes; ramp meter flow rates will vary during the peak hour based on how the freeway segments are performing. As the freeway becomes more congested, the ramps allow fewer vehicles onto the freeway. An acceptable level of delay on a metered ramp is 15 minutes. The traffic study concluded that no significant direct or cumulative impacts will

occur on the ramps as a result of the proposed project (at near term or Year 2030 with the project) since the amount of observed delay is within acceptable limits (less than 15 minutes).

Because the Levels of Service fall within acceptable City standards, there are no significant impacts anticipated for direct or cumulative conditions of surrounding intersections and road segments, except for the freeway segments identified above where levels of service operate below-satisfactory. However, because the proposed project has the potential to generate additional traffic trips than the previous commercial use (furniture store), City policy will require the proposed project to financially participate in the Congestion Management Community Facilities District (CFD) 2011-01 for a planned intra-City shuttle system, which will assist in the reduction of City-wide traffic congestion and impacts to SR-78.

The commercial center is accessed by three (3) existing driveways off of Descanso Avenue. Approximately 67 percent of the estimated traffic generation for the proposed use will be to and from State Route 78. As a result, there will be an increase in vehicle queues for eastbound left turns from Descanso Avenue onto northbound Rancho Santa Fe Road. In order to reduce potential turning conflicts from vehicles making a left-turn out of the easterly driveway of the commercial center or the adjacent service station, the applicant will be required to install a raised median along Descanso Avenue in order to separate the westbound thru-traffic lane from the eastbound left turn lane. Vehicles exiting from the easterly driveway or the adjacent service station will be required to make a right-out turn onto westbound Descanso. Vehicles will be able to make a u-turn to travel eastbound on Descanso Avenue at the middle driveway intersection of the commercial center. The Descanso Avenue/Rancho Santa Fe Road intersection will also be modified to add an additional 220 foot long eastbound left turn lane in order to increase vehicle storage space (queuing); add an additional 100 foot long westbound left turn lane; and modify the phasing of the intersection signal to provide an eight-phase signal.

The proposed DMV office will be located within an existing commercial center consisting of two (2) existing commercial buildings on separate parcels. There are a total of 283 parking spaces within the commercial center with a shared parking agreement between the two (2) parcels. The 14,000 square-foot DMV office will be located within an existing 20,000 square-foot building. Per the City Parking Ordinance, the DMV office requires a minimum of seventy (70) parking spaces using a rate of 1 space per 200 square feet of a government office area. The remaining 6,000 square-foot area within said building is currently vacant. The probable future use for this area is commercial retail which will require twenty-four (24) required spaces using a rate of 1 space per 250 square feet. The other use within the commercial center is an approximately 75,000 square-foot furniture store which requires 184 parking spaces using 1 space per 250 square feet of retail space and 1 space per 4,000 square feet of warehouse space. Therefore, the 283 parking spaces on site exceeds the required amount of 278 spaces for the existing uses and the proposed DMV office per the requirements of the City Parking Ordinance. The traffic study included a parking survey of current conditions at the commercial center to determine how much parking is used on weekdays when the proposed DMV office will be operating. Parking counts given in the traffic study indicate the parking lot is underutilized on weekdays with a maximum of eighteen (18) parking spaces used at any one time for the commercial center. The largest tenant of the commercial center is the furniture store where its primary commercial activity occurs on weekends; therefore, there is a low parking demand for the store during the week when the DMV office will be open. Since the survey sample was for a short period of time, a 20 percent increase will be added to the maximum number for a more conservative count to adjust for any fluctuations that may typically occur. With this adjustment, a maximum of twenty-two (22) spaces are typically used on site at any one time. The proposed DMV office will be closed on weekends when there is a higher demand for parking for the furniture store.

The traffic study also conducted a parking survey at the aforementioned El Cajon DMV office to determine the parking demand for a similar-sized facility. The survey indicates that parking spaces are used at the El Cajon office at a rate of 1 space per 81 square feet of building area. Since the survey sample was for a short period of time, a 20 percent increase will be added for a more conservative rate to adjust for any fluctuations that may

typically occur. With this adjustment, using a rate of 1 space per 68 square feet of building area, the proposed DMV office in San Marcos will potentially use 206 parking spaces based on the parking demand at the El Cajon office as a comparison. As a result, the 283 parking spaces on site will provide adequate parking for the typical parking demand needed for the DMV office (206 spaces), furniture store (22 spaces), and the remaining retail space (24 spaces) (in the same building as the DMV office). The site provides adequate on-site circulation for customers and emergency vehicles.

No significant impacts or the generation of substantial additional vehicular movement, effects on existing parking facilities, or demand for new parking, substantial impacts upon existing transportation systems, alterations of present patterns of circulation or movement of people and/or goods, alterations to waterborne, rail or air traffic, or increase in traffic hazards are anticipated as a result of the proposed project.

Mitigation Measures:

- The applicant/developer/property owner shall submit an executed version of petition to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities District (CFD): (a) CFD 2011-01, Congestion Management.
- The applicant/developer shall design and construct a raised median along Descanso Avenue from Rancho Santa Fe Road to the property frontage just west of the middle driveway entry. The median shall include a u-turn pocket at the intersection of the middle driveway of the commercial center and Descanso Avenue. With the raised median, left turns into and out of the existing gas station driveway and the easternmost project driveway will not be possible. Vehicles leaving the DMV and gas station sites will be required to make right turn out and make a u-turn at the middle project driveway. Striping shall include an additional left-turn lane from eastbound Descanso Avenue onto Rancho Santa Fe Road and the restriping of lanes of Descanso Avenue on the east side of Rancho Santa Fe Road. In addition, the phasing of the Descanso Avenue/Rancho Santa Fe Road traffic signal shall be modified to provide an eight-phase signal. Improvements shall be designed and constructed to the satisfaction of the City Engineer/Public Works Director.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS -- *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve | | | | |

the project from existing entitlements and resources, or are new or expanded entitlements needed?

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- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

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- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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- g) Comply with federal, state, and local statutes and regulations related to solid waste?

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Public utilities are existing in the area and are provided to the existing building. The proposed project will require implementation of Best Management Practices (BMPs) during construction of tenant improvements. No greater impacts to utilities and services systems are anticipated as a result of the proposed project than otherwise anticipated and projected with the implementation of the City's General Plan.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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The proposed DMV office lacks the potential to degrade the quality of the environment, since the proposed project will occupy a portion of an existing building located within a commercial center which does not contain any significant biological resources, and therefore will not result in the alteration or diversity of plant or animal species, number of endangered species, or introduce new species of plants or habitat.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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The proposed project does not have impacts that are "individually limited, but cumulatively considerable" since this project proposes a DMV office which is allowed per the General Plan, except that the proposal

will contribute toward City-wide traffic resulting in potential cumulative impacts to State Route (SR-78) which currently operates at below-satisfactorily Levels of Service. Although the Negative Declaration analysis does identify potentially significant impacts unless mitigated that could result from the project, any such impact will be mitigated to below a level of significance thereby insuring that impacts are not cumulatively considerable, including the proposed project shall financially participate in the Congestion Management Community Facilities District (CFD) 2011-01 for a planned intra-City shuttle system which will assist in the reduction of City-wide traffic congestion and impacts to SR-78.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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The project will be mitigated and conditioned to ensure that impact areas of concern such as land use/planning and transportation/traffic are fully mitigated to below a level of significance and will not cause a substantial adverse effects on human beings, either directly or indirectly.

In staff's opinion, no significant issues remain unmitigated through compliance with mitigation measures, compliance with code requirements, and the recommended conditions of approval for the proposed project for a DMV office.

**MITIGATION MONITORING PROGRAM
FOR NEGATIVE DECLARATION 13-008**

MITIGATION MEASURES	MONITORING ACTIVITY/TIMING	RESPONSIBILITY
The City of San Marcos is located in Seismic Design Category "D". Buildings and structures shall be designed to adequately transmit the dynamic lateral forces in accordance with the requirements of the latest adopted California Building Code.	Prior to issuance of building permits	Developer
The applicant/developer/property owner shall submit an executed version of petition to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities District (CFD): (a) CFD 2011-01, Congestion Management.	Prior to issuance of building permits	Developer
Obtain approval of a Director's Permit to allow the operation of the DMV office	Prior to reliance on use	Developer
The applicant/developer shall design and construct a raised median along Descanso Avenue from Rancho Santa Fe Road to the property frontage just west of the middle driveway entry. The median shall include a u-turn pocket at the intersection of the middle driveway of the commercial center and Descanso Avenue. With the raised median, left turns into and out of the existing gas station driveway and the easternmost project driveway will not be possible. Vehicles leaving the DMV and gas station sites will be required to make right turn out and make a u-turn at the middle project driveway. Striping shall include an additional left-turn lane from eastbound Descanso Avenue onto Rancho Santa Fe Road and the restriping of lanes of Descanso Avenue on the east side of Rancho Santa Fe Road. In addition, the phasing of the Descanso Avenue/Rancho Santa Fe Road traffic signal shall be modified to provide an eight-phase signal. Improvements shall be designed and constructed to the satisfaction of the City Engineer/Public Works Director.	Prior to final occupancy	Developer
The applicant/developer/property owner shall submit executed versions of separate petitions to annex into and establish, with respect to the property, the special taxes levied by the following Community Facilities Districts (CFDs): (a) CFD 98-01, Improvement Area No. 1, Police, (b) CFD 2001-01, Fire and Paramedic, and (c) CFD 98-02, Lighting and Landscape.	Prior to issuance of building permits	Developer
The proposed new development is subject to the payment of School Fees as required by law. The applicant is required to submit a Certificate of Compliance from the school district to obtain building permits from the City.	Prior to issuance of building permits	Developer
All construction related BMPs shall be shown in detail on the construction plans submitted to the City for review and approval.	During construction	Developer
Construction hours shall be limited in accordance with the Grading Ordinance and Municipal Code.	During construction	Developer