# ERRATA

## Summary of Changes to the Draft Environmental Impact Report

### Introduction

This section includes a summary of changes to the Draft Environmental Impact Report (EIR) for The Villages – Escondido Country Club Project (proposed Project), which can be accessed here: https://www.escondido.org/ecc-deir.aspx.

The changes were made in response to public comments received during the public review period from June 28, 2017, to August 18, 2017 (extended one week from August 11, 2017). No “significant new information,” per California Environmental Quality Act (CEQA) Guidelines Section 15088.5, has been added to the Draft EIR. The changes do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. Changes are displayed in strikeout-underline format (i.e., underline for new text and ~~strikeout~~ for deleted text) and reference the applicable sections and page numbers from the Draft EIR. Minor text changes, such as typographical errors, were made to the text of the Final EIR as necessary and are not documented in this summary.

### Project Design Revisions

In response to comments received from the public, the Project’s Tentative Map and Specific Plan have been revised to reflect two changes: (1) a larger minimum lot size of 3,630 square feet for all proposed residential lots, and (2) an increase in the number of one-story homes to 62 total units, representing 16% of all residential lots in each village. As a result of these changes, the total number of residential lots proposed has been reduced from 392 to 380, and the total open space area increased from 48.6 to 48.9 acres. The breakdown of units per Village is as follows: Village 1: 148 dwelling units, Village 2: 86 dwelling units, and Village 3: 146 dwelling units, for a total of 380 dwelling units (see Figure E-1, Housing Types, which illustrates the breakdown of units and also the placement of one-story dwelling units).

The reduction to 380 units would not result in any new impacts when compared to the 392-unit Project analyzed in the Draft EIR. The proposed landscaping, street alignment plan (SAP), and amenities would remain the same. No changes to the proposed Project Design Features or mitigation measures would result due to the Project design revisions. Therefore, the Project design changes are not considered new significant information as described in the CEQA Guidelines, Section 15088.5(a). The revised Tentative Map and Specific Plan can be accessed here: https://www.escondido.org/ecc.aspx.

## Text Changes and Edits to the Draft EIR

## General

The following is an example of language that was deleted throughout the EIR, where applicable. This change is a result of Chapter 7 being renamed from Environmental Design Considerations to Project Design Features.

*The following example is from Section 1.2.6, Project Design Features, Page 1-11:*

The specific Project Design Features are addressed throughout Chapter 2, Significant Environmental Effects of the Proposed Project, and Chapter 3, Effects Not Found to Be Significant, of this EIR. A complete list of Project Design Features is included in Table 1-2, Project Design Features, and in Chapter 7, List of Mitigation Measures and Project Design Features ~~Environmental Design Considerations~~.

## Chapter S, Summary

*The following change was made to Chapter S, Summary, Table S-1, page S-18:*

5. In the event that previously unidentified cultural resources are discovered, either the archaeologist or Native American Representative shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the Project manager at the time of discovery. The archaeologist, in consultation with the Project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the San Diego County coroner and the lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposal of the remains.

*The following change was made to Chapter S, Summary, Table S-1, page S-19:*

7. In the event of the discovery of human remains determined to be Native American, any artifacts associated with the burial will be repatriated with the human remains at the request of the Most Likely Descendent. All other artifacts that may be encountered during grading and collected by the archaeologist will be curated at an approved facility unless the Native American representatives request that the artifacts be repatriated to the tribal representative. ~~All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation.~~

*The following change was made to Chapter S, Summary, Table S-1, pages S-20 and S-21:*

1. A qualified paleontologist or a paleontological monitor under the direction and supervision of a qualified paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. A paleontological monitor is defined as an individual who has at least 1 year of experience in field identification and collection of fossil materials, and who is working under the direction of a qualified paleontologist. Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of excavation, and may be either increased or decreased thereafter depending upon initial results (per direction of a qualified paleontologist).
	1. Qualified Paleontologist: The project paleontologist is a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g sedimentary or stratigraphic geology, evolutionary biology, etc.); has a demonstrated knowledge of southern California paleontology and geology; and has documented experience unprofessional paleontological procedures and techniques.
	2. Qualified Paleontological Monitor: A paleontological monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials

Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of the excavation, and may be either increased or decreased thereafter by the qualified paleontologist depending upon initial results of monitoring.

*The following change was made to Chapter S, Summary, Table S-1, page S-25:*

4. The quantity of GHG offsets required to achieve the service population value set forth above shall be calculated in and supported by technical documentation that is submitted to the City of Escondido (City) as part of the Mitigation Monitoring and Reporting Program, using an approved methodology demonstrating the quantity of reductions is valid and sufficient. The calculations shall be prepared by a qualified GHG emissions consultant utilizing the California Emissions Estimator Model or other widely-accepted methodologies that are acceptable to the City. The calculations shall demonstrate the quantity of reductions is valid and sufficient, as determined by the City.

*The following change was made to Chapter S, Summary, Table S-1, page S-29:*

**M-N-1** Construction noise levels are anticipated to exceed the applicable City of Escondido (City) noise restrictions when equipment is operating less than approximately ~~200~~ 260 feet from existing residences in the Project vicinity.

*The following change was made to Chapter S, Summary, Table S-1, page S-30:*

* A blast signal (e.g., air horn) shall be used to notify nearby residents that blasting is about to occur per the California Code of Regulations, Title 8, Section 5291 Firing of Explosives regulations. Additionally, notification of surrounding property owners within 100 feet of blasting activities shall occur via U.S. mail at least one week prior to blasting activities.

~~With incorporation of the above mitigation measures, and to the ability of the blasting contractor to limit the ground-borne vibration levels, blast-related vibration levels would be reduced to less than significant.~~

*The following change was made to Chapter S, Summary, Table S-1, page S-33:*

**M-TR-1 Intersection #8. El Norte Parkway/Woodland Parkway.** Prior to issuance of a building permit for the 158th dwelling unit, the Project applicant, or its designee, shall restripe the westbound approach of El Norte Parkway at Woodland Parkway to provide ~~one~~ two left-turn lane, two through lanes, one right-turn lane, and a bike lane.

*The following change was made to Chapter S, Summary, Table S-1, page S-34:*

**M-TR-4 Segment #15. Nutmeg Street from Country Club Lane to Via Alexandra.** Prior to issuance of a building permit for the 145th dwelling unit, the Project applicant, or its designee, shall construct interim improvements in the existing right-of-way on southbound Nutmeg Street between La Paloma Avenue and Via Alexandra to provide a wider travel lane, and curb, gutter, and sidewalk improvements to the satisfaction of the City engineer. These improvements will enhance vehicular, pedestrian, and bicycle circulation and will increase capacity to mitigate the Project’s impact. These improvements would also result in the clearing of trees/vegetation within the public right-of-way which would improve site visibility northerly of the driveway intersection. Furthermore, **M-TR-6** (dual southbound left-turns from Nutmeg Street to El Norte Parkway) will serve to enhance the overall Nutmeg Street corridor operations by increasing traffic flow from Nutmeg Street to El Norte Parkway.

## Chapter 1, Project Description, Location, and Environmental Setting

*The following change was made to Section 1.2.1, Project Components, page 1-3:*

Village Center

A new, rebuilt Clubhouse would replace the former clubhouse. Recreational amenities would include a swimming pool, gym facility, and tennis court/pickle ball courts.

*The following addition was made to Section 1.2, Project Description, pages 1-11 and 1-12:*

1.2.7 Development Agreement

Development Agreements are contracts negotiated between project developers and public agencies that typically vest the developer’s rights to develop in accordance with project approvals and existing laws.  California Government Code Section 65864 et seq. and Article 58　of the Escondido Zoning Code authorizes the creation of Development Agreements, set minimum standards for what must be included in such agreements, and provide general procedural requirements for consideration and approval of Development Agreements.

A draft Development Agreement has been proposed as part of this Project, which results in the provision of overall benefits to the City and adequate development controls in exchange for vested rights in Project approvals. The terms of the draft Development Agreement include the following:

* full parkland development impact fee ("parks fee") credit;
* grant expedited post-entitlement plan check review and streamlining;
* a seven (7) year tentative map expiration period.

None of the terms listed above have any bearing on the physical environment. They have been included herein this section to provide a full representation of the Project request and to provide a complete list of all discretionary actions to be considered by the decision-making bodies. Through the decision-making process, the City of Escondido has not committed itself to the Project as a whole or to any particular features, so as it effectively preclude any alternatives or mitigation measures that CEQA would otherwise require to be considered.

## Section 2.3, Cultural Resources

*The following change was made to Section 2.3.5, Mitigation, page 2.3-30:*

5. In the event that previously unidentified cultural resources are discovered, either the archaeologist or Native American Representative shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the Project manager at the time of discovery. The archaeologist, in consultation with the Project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the San Diego County coroner and the lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposal of the remains.

*The following change was made to Section 2.3.5, Mitigation, pages 2.3-30 and 2.3-31:*

7. In the event of the discovery of human remains determined to be Native American, any artifacts associated with the burial will be repatriated with the human remains at the request of the Most Likely Descendent. All other artifacts that may be encountered during grading and collected by the archaeologist will be curated at an approved facility unless the Native American representatives request that the artifacts be repatriated to the tribal representative. ~~All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation.~~

*The following change was made to Section 2.3.5, Mitigation, pages 2.3-31 and 2.3-32:*

1. A qualified paleontologist or a paleontological monitor under the direction and supervision of a qualified paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. A paleontological monitor is defined as an individual who has at least 1 year of experience in field identification and collection of fossil materials, and who is working under the direction of a qualified paleontologist. Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of excavation, and may be either increased or decreased thereafter depending upon initial results (per direction of a qualified paleontologist).
	1. Qualified Paleontologist: The project paleontologist is a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g sedimentary or stratigraphic geology, evolutionary biology, etc.); has a demonstrated knowledge of southern California paleontology and geology; and has documented experience unprofessional paleontological procedures and techniques.
	2. Qualified Paleontological Monitor: A paleontological monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials

Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of the excavation, and may be either increased or decreased thereafter by the qualified paleontologist depending upon initial results of monitoring.

## Section 2.4, Greenhouse Gas Emissions

*The following change was made to Section 2.4.5, Mitigation, page 2.4-41:*

* The quantity of GHG offsets required to achieve the service population value set forth above shall be calculated in and supported by technical documentation that is submitted to the City of Escondido (City) as part of the Mitigation Monitoring and Reporting Program, using an approved methodology demonstrating the quantity of reductions is valid and sufficient. The calculations shall be prepared by a qualified GHG emissions consultant utilizing the California Emissions Estimator Model or other widely-accepted methodologies that are acceptable to the City. The calculations shall demonstrate the quantity of reductions is valid and sufficient, as determined by the City.

## Section 2.6, Noise

*The following change was made to Section 2.6.5, Mitigation, page 2.6-20:*

**M-N-1** Construction noise levels are anticipated to exceed the applicable City of Escondido (City) noise restrictions when equipment is operating less than approximately 260~~200~~ feet from existing residences in the Project vicinity. The following mitigation is required:

* Install temporary noise barriers around the construction site to minimize construction noise to 75 A-weighted decibels (dBA) as measured at the applicable property lines of the adjacent uses, unless an acoustical engineer submits documentation that confirms that the barriers are not necessary to achieve the attenuation levels.
* All construction equipment employing an internal combustion engine shall be equipped with suitable exhaust and intake silencers that are in good working order.
* Stationary construction equipment such as generators or compressors shall be located on site as far away from adjacent residential property boundaries as is practicable.
* Minimize, to the extent practical, the number of pieces of construction equipment operating simultaneously.

*The following change was made to Section 2.6.5, Mitigation, page 2.6-22:*

* The blasting contractor shall design the blasts to reduce vibration velocity levels from each blast below the damage threshold of 3.0 inches per second at the closest nearby residences (i.e., as close as 100 feet from the blast area). Additionally, the contractor shall perform a pre-blast survey at the request of any residences located within 300 feet of the blasting site prior to blasting activities.
* A blast signal (e.g., air horn) shall be used to notify nearby residents that blasting is about to occur per the California Code of Regulations, Title 8, Section 5291 Firing of Explosives regulations. Additionally, notification of surrounding property owners within 100 feet of blasting activities shall occur via U.S. mail at least one week prior to blasting activities.

*The following change was made to Table 2.6.5, Blasting Noise Levels Summary at Closest Residences, page 2.6-25:*

|  |
| --- |
| Table 2.6-5Blasting Noise Levels Summary at Closest Residences |
| ConstructionActivity | Blasting Noise Level@ 100 Feet(Closest Residence)dBA Lmax~~EQ~~ | Blasting Noise Level@ 200 Feet(Acoustic Center)dBA Lmax~~EQ~~ |
| Rock blasting | 93 | 87 |

dBA = A-weighted decibels; L~~max~~ = Maximum level during a single noise event. ~~equivalent continuous sound level.~~

## Section 2.7, Transportation and Traffic

*The following change was made to Section 2.7.1.1, Analysis, page 2.7-4:*

*La Brea Street*

1. Country Club Lane ~~Drive~~ to Cortez Avenue (City of Escondido)

*The following change was made to Section 2.7.2.3, Analysis, page 2.7-18:*

According to the General Plan’s Mobility Element, streets and intersections shall be planned and developed to achieve a minimum LOS C defined by the Highway Capacity Manual as amended or updated, or such other national standard deemed appropriate by the City (City of Escondido 2012a). The City of Escondido considers LOS D the threshold for unacceptable operations, while the County, City of San Marcos, and Caltrans criteria provide that locations operating at LOS E or worse are unacceptable operations (County of San Diego 2011; City of San Marcos 2013; San Diego Regional Traffic Standards Task Force 2000). Where jurisdiction is shared, the City of Escondido’s criteria was used. The analysis of freeway segment LOS presented in the EIR is based on the procedure developed by Caltrans District 11, which is based on the V/C methodology described above rather than methods described in the Highway Capacity Manual (HCM).

*The following change was made to Section 2.7.3, Cumulative Impacts Analysis, pages 2.7-29
and 2.7-30:*

Based on the applicable significance criteria, the Project would result in a **significant long-term cumulative impact** at the following intersections: Intersection #8 (**Impact TR-8**), ~~and~~ Intersection #9 (**Impact TR-9**), and Intersection # 12 **(Impact TR-10)**.Impacts would be potentially significant at these intersections because they would operate at LOS E or F at Project build-out, which exceeds the City of Escondido Threshold and the City of San Marcos Threshold of LOS D or better. No long-term significant cumulative impacts would result at the remaining intersections as the Project-related increase in delay is under the allowable 2.0 seconds threshold.

Segments

Table 2.7-11 summarizes the Year 2035 With Project street segment operations. As shown in Table 2.7-11, study area street segments would continue to operate at acceptable LOS D or better~~, except the following~~:

**~~Segment #2.~~** ~~Country Club Lane from Golden Circle Drive to Gary Lane –
LOS F~~ *~~(Escondido)~~*

Thus, b~~B~~ased on the established significance criteria the Project would result in a **less than significant long-term cumulative impact** ~~at Segment #2 (~~**~~Impact TR-11~~**~~) because the Project-induced change in volume to capacity ratio would exceed the 0.02 threshold~~ on street segment operations.

*The following change was made to Section 2.7.5, Mitigation, page 2.7-32:*

**M-TR-1 Intersection #8. El Norte Parkway/Woodland Parkway.** Prior to issuance of a building permit for the 158th dwelling unit, the Project applicant, or its designee, shall restripe the westbound approach of El Norte Parkway at Woodland Parkway to provide ~~one~~ two left-turn lanes, two through lanes, one right-turn lane, and a bike lane. The westbound leg (west of Woodland Parkway, now Borden Road) shall be restriped with two receiving lanes and a bike lane. The striped median and eastbound left-turn lane will be restriped to correct the offset. The westbound right-turn lane striping on Borden Road to the church driveway will be removed. The two westbound lanes shall continue westbound to Amber Drive, where a lane drop shall be striped to transition to a single westbound through lane. Traffic signal equipment at the El Norte Parkway/Woodland Parkway intersection shall also be modified to serve the revised geometry. No widening of El Norte Parkway or Borden Road will be required.

*The following change was made to Section 2.7.5, Mitigation, page 2.7-33:*

**M-TR-4 Segment #15. Nutmeg Street from Country Club Lane to Via Alexandra.** Prior to issuance of a building permit for the 145th dwelling unit, the Project applicant, or its designee, shall construct interim improvements in the existing right-of-way on southbound Nutmeg Street between La Paloma Avenue and Via Alexandra to provide a wider travel lane, and curb, gutter, and sidewalk improvements to the satisfaction of the City engineer. These improvements will enhance vehicular, pedestrian, and bicycle circulation and will increase capacity to mitigate the Project’s impact. These improvements would also result in the clearing of trees/vegetation within the public right-of-way which would improve site visibility northerly of the driveway intersection. Furthermore, **M-TR-6** (dual southbound left-turns from Nutmeg Street to El Norte Parkway) will serve to enhance the overall Nutmeg Street corridor operations by increasing traffic flow from Nutmeg Street to El Norte Parkway.

*The following change was made to Section 2.7.6, Significance of Impacts After Mitigation, page 2.7-34:*

The following discussion provides the significance conclusion reached after implementation of the recommended mitigation measures to the identified significant impacts.

**M-TR-1** through **M-TR-5** would reduce the identified near-term significant direct and cumulative impacts (**Impact TR-1** through **Impact TR-4**) to less than significant levels. **M‑TR‑1** would reduce **Impact TR-1** by restriping the westbound approach of El Norte Parkway at Woodland Parkway to provide ~~one~~ two left-turn lanes, two through lanes, one right-turn lane, and a bike lane, thus reducing congestion at the intersection.

*The following change was made to Section 2.7.6, Significance of Impacts After Mitigation, page 2.7-35:*

Five long-term cumulative impacts were identified, three of which were at intersections surrounding the Project (**Impact TR-8** through **Impact TR-10**). One long-term cumulative impact was identified at a segment (**Impact TR-11**), and one long-term cumulative impact was identified at a nearby ramp meter (**Impact TR-12**). **M-TR-1** would reduce **Impact TR-8** by restriping the westbound approach of El Norte Parkway at Woodland Parkway to provide ~~one~~ two left-turn lanes, two through lanes, one right-turn lane, and a bike lane, thus reducing congestion at the intersection and reducing the long-term cumulative impact to less than significant.

*The following changes have been made to Table 2.7-6, Near-Term Intersection Operations, pages 2.7-40 and 2.7-41: the shading at location “L” was added in addition to the bolded numbers, to indicate threshold exceedance; additionally, the* Δb *and Δ values below have been revised:*

| Table 2.7-6Near-Term Intersection Operations |
| --- |
| Intersection | Jurisdiction | Control Type | Peak Hour | Existing | Existing + Project | Existing+Cumulative | Existing + Cumulative + Project | Impact? |
| Delaya | LOS | Delay | LOS | Δb | Delay | LOS | Delay | LOS | Δ |
| a. Centre City Pkwy/Nutmeg St | Escondido | MSSCc | AM | 23.8 | C | 23.8 | C | 0.0 | 33.1 | D | 33.1 | D | 0.0 | No |
| PM | 16.1 | C | 16.1 | C | 0.0 | 21.3 | C | 21.3 | C | 0.0 |
| b. Country Club Ln/Golden Circle Dr | Escondido | MSSC | AM | 35.3 | E | 7.7 | A | (27.6) | 42.6 | E | 8.4 | A | (34.2) | No |
| PM | 15.6 | C | 6.9 | A | (8.7) | 18.2 | C | 7.3 | A | (10.9) |
| c. Country Club Ln/Gary Ln | Escondido | AWSC | AM | 12.0 | B | 6.6 | B | ~~0.9~~ (5.4) | 13.3 | B | 14.4 | B | ~~1.1~~(6.6) | No |
| PM | 9.3 | A | 5.0 | A | ~~0.5~~(4.3) | 9.7 | A | 10.3 | B | ~~0.6~~(4.6) |
| d. Country Club Ln/Firestone Dr | Escondido | MSSC | AM | 9.4 | A | 10.0 | A | ~~0.4~~0.6 | 9.5 | A | 9.9 | A | ~~0.4~~0.6 | No |
| PM | 10.2 | B | 11.6 | B | ~~0.6~~1.4 | 10.5 | B | 11.1 | B | ~~0.6~~1.6 |
| e. Country Club Ln/La Brea St | Escondido | AWSC | AM | 8.7 | A | 6.5 | B | (2.2) | 9.0 | A | 11.6 | B | ~~2.6~~(2.1) | No |
| PM | 8.8 | A | 6.5 | A | ~~1.0~~ (2.3) | 9.2 | A | 10.2 | B | ~~1.0~~(2.3) |
| f. Country Club Ln/Nutmeg St | Escondido | AWSC | AM | 17.9 | C | 15.3 | C | (2.6) | 22.1 | C | 17.4 | B | (4.7) | No |
| PM | 34.3 | D | 21.6 | C | (22.9) | 69.0 | F | 25.9 | C | (43.1) |
| g. Country Club Ln/Centre City Pkwy | Escondido | Signal | AM | 25.8 | C | 26.9 | C | 1.1 | 30.1 | C | 31.6 | C | 1.5 | No |
| PM | 20.9 | C | 21.3 | C | 0.4 | 23.3 | C | 23.8 | C | 0.5 |
| h. El Norte Pkwy/Woodland Pkwy | San Marcos | Signal | AM | 37.3 | D | **~~40.2~~** 20.6 | **~~D~~**C | **~~2.9~~**(16.7) | 47.6 | ~~D~~C | **~~51.1~~****23.4** | **~~D~~****C** | **~~3.5~~**(24.2) | **~~Yes~~**No |
| PM | 23.9 | C | ~~26.2~~21.6 | C | (2.3) | 29.7 | C | ~~33.2~~24.6 | C | ~~3.5~~(5.1) |
| i. El Norte Pkwy/Country Club Ln | Escondido | Signal | AM | 48.4 | D | **61.7** | **E** | **13.3** | 61.4 | E | **77.4** | **E** | **16.0** | **Yes** |
| PM | 32.3 | C | **42.9** | **D** | **10.6** | 39.3 | D | **53.8** | **D** | **14.5** |
| j. El Norte Pkwy/Bennett Ave | Escondido | Signal | AM | 22.8 | C | 24.6 | C | 1.8 | 27.3 | C | 30.6 | C | 3.3 | No |
| PM | 25.0 | C | 28.0 | C | 3.0 | 28.0 | C | 29.9 | C | 1.9 |
| k. El Norte Pkwy/Rees Rd | County | Signal | AM | 9.4 | A | 9.7 | A | 0.3 | 10.6 | B | 11.0 | B | 0.4 | No |
| PM | 9.5 | A | 10.1 | A | 0.6 | 11.1 | B | 11.8 | B | 0.7 |
| l. El Norte Pkwy/Nutmeg St/Nordahl Rd | Escondido | Signal | AM | 23.4 | C | 25.8 | C | 2.4 | 27.5 | C | 29.4 | C | 3.1 | **Yes** |
| PM | 30.6 | C | 33.6 | C | 3.0 | 40.7 | D | **42.8** | **D** | **2.1** |
| m. El Norte Pkwy/I-15 SB Ramps | Caltrans | Signal | AM | 23.7 | C | 24.0 | C | 0.3 | 25.8 | C | 26.5 | C | ~~0.7~~0.6 | No |
| PM | 10.3 | B | 10.3 | B | 0.0 | 10.6 | B | 10.6 | B | 0.0 |
| n. El Norte Pkwy/I-15 NB Ramps | Caltrans | Signal | AM | 19.5 | B | 19.8 | B | 0.3 | 20.4 | C | 20.8 | C | 0.4 | No |
| PM | 32.2 | C | 36.7 | D | 4.5 | 40.7 | D | 47.3 | D | 6.6 |
| o. El Norte Pkwy/7 Oaks Rd | Escondido | Signal | AM | 16.7 | B | 16.8 | B | 0.1 | 19.5 | B | 19.7 | B | 0.2 | No |
| PM | 25.1 | C | 25.2 | C | 0.1 | 30.4 | C | 30.6 | C | 0.2 |
| p. El Norte Pkwy/Centre City Pkwy | Escondido | Signal | AM | 52.9 | D | 53.4 | D | 0.5 | 55.9 | E | 57.0 | E | 1.1 | No |
| PM | 50.8 | D | 50.8 | D | 0.0 | 51.2 | D | 51.4 | D | 0.2 |
| q. El Norte Pkwy/Broadway  | Escondido | Signal | AM | >100.0 | F | >100.0 | F | 0.4 | >100.0 | F | >100.0 | F | 0.4 | No |
| PM | 72.6 | E | 73.2 | E | 0.6 | 97.9 | F | 98.9 | F | 1.0 |

**Source:** See Appendix 2.7-1.

|  |  |  |
| --- | --- | --- |
| SIGNALIZED  |  | UNSIGNALIZED  |
| Delay | LOS |  | Delay | LOS |
| 0.0 ≤ 10.0 | A |  | 0.0 ≤ 10.0 | A |
| 10.1 to 20.0 | B |  | 10.1 to 15.0 | B |
| 20.1 to 35.0 | C |  | 15.1 to 25.0 | C |
| 35.1 to 45.0 | D |  | 25.1 to 35.0 | D |
| 45.1 to 80.0 | E |  | 35.1 to 50.0 | E |
|  ≥ 80.1 | F |  |  ≥ 50.1 | F |

**Notes:** LOS = level of service; MSSC = minor street stop controlled intersection; AWSC = all-way stop controlled intersection.

a Average delay expressed in seconds per vehicle.

b Δ denotes an increase in delay due to Project.

c Minor street left-turn delay is reported.

**Bold** typeface indicates a potentially significant impact.

(XX) indicates a reduction in delay with SAP improvements.

*The following change was made to Table 2.7-7, Near-Term Street Segment Operations, pages 2.7-43 and 2.7-44:*

|  |
| --- |
| Nutmeg Street |
| 14. North of Country Club Ln | 10,000 | 3,120 | A | 0.312 | 3,250 | A | 0.325 | 0.013 | 3,420 | B | 0.342 | 3,550 | B | 0.355 | 0.013 | No |
| 15. Country Club Ln to Via Alexandra | 10,000 | 7,550 | D | 0.755 | **8,490** | **D** | **~~0~~0.849** | **~~0~~0.094** | 8,270 | D | 0.827 | **9,280** | **E** | **~~0~~0.928** | **0.101** | **Yes** |
| 16. Via Alexandra to El Norte Pkwy | 15,000 | 7,550 | B | 0.503 | 8,490 | C | ~~0~~0.566 | ~~0~~0.063 | 8,270 | C | 0.551 | 9,280 | C | ~~0~~0.619 | ~~0~~0.068 | No |
| Bennett Ave |
| 17. El Norte Pkwy to Toyon Glen | 10,000 | 6,460 | C | 0.646 | 77,300 | C | ~~0~~0.730 | ~~0~~0.084 | 7,070 | C | 0.707 | **77,910** | **D** | **~~0~~0.791** | **~~0~~0.084** | **Yes** |

*The following change was made to Table 2.7-10: Year 2035 Intersection operations, pages 2.7-46 and 2.7-47:*

| **Table 2.7-10Year 2035 Intersection Operations** |
| --- |
| **Intersection** | **Jurisdiction** | **Control Typea** | **Peak Hour** | **Year 2035** | **Year 2035 + Project** | **Impact?** |
| *Delayb* | *LOSc* | *Delay* | *LOS* | *Δd* |
| 1. Centre City Pkwy / Nutmeg St | Escondido | MSSCe | AM | >100.0 | F | >100.0 | F | 0.0 | No |
| PM | >100.0 | F | >100.0 | F | 0.0 |
| 2. Country Club Ln / Golden Circle Dr | Escondido | MSSC/ *(Round.)* | AM | >100.0 | F | 12.9 | B | **—** | No |
| PM | >100.0 | F | 10.1 | B | — |
| 3. Country Club Ln / Gary Ln | Escondido | AWSCf/ *(Signal)* | AM | 69.3 | F | 7.7 | A | (61.6) | No |
| PM | 18.6 | C | 5.3 | A | (13.3) |
| 4. Country Club Ln / Firestone Dr | Escondido | MSSCg | AM | 10.3 | B | 11.2 | B | 0.9 | No |
| PM | 16.0 | C | 15.9 | C | (0.1) |
| 5. Country Club Ln / La Brea St | Escondido | AWSC/ *(Round.)* | AM | 12.2 | B | 9.4 | A | (2.8) | No |
| PM | 12.3 | B | 8.2 | A | (4.1) |
| 6. Country Club Ln / Nutmeg St | Escondido | AWSC/ *(Signal)* | AM | >100.0 | F | 45.5 | D | — | No |
| PM | >100.0 | F | 51.5 | D | — |
| 7. Country Club Ln / Centre City Pkwy | Escondido | Signal | AM | 45.3 | D | 46.5 | D | 1.2 | No |
| PM | 32.0 | C | 34.7 | C | 2.7 |
| 8. El Norte Pkwy / Woodland Pkwy | Escondido / San Marcos | Signal | AM | 95.3 | F | **~~>100.0~~**34.9 | **~~F~~**C | **~~>2.0~~**(60.4 | **~~Yes~~**No |
| PM | 60.8 | E | **~~65.7~~**41.1 | **~~E~~**D | **~~4.9~~**(19.7) |
| 9. El Norte Pkwy / Country Club Ln | Escondido | Signal | AM | >100.0 | F | **>100.0** | **F** | **>2.0** | **Yes** |
| PM | >100.0 | F | **>100.0** | **F** | **>2.0** |
| 10. El Norte Pkwy / Bennett Ave | Escondido | Signal | AM | 31.6 | C | 33.6 | C | 2.0 | No |
| PM | 33.7 | C | 35.2 | D | 1.5 |
| 11. El Norte Pkwy / Rees Road | Escondido | Signal | AM | 23.2 | C | 24.1 | C | 0.9 | No |
| PM | 33.9 | C | 34.4 | C | 0.5 |
| 12. El Norte Pkwy / Nutmeg Street / Nordahl Rd | Escondido | Signal | AM | 44.3 | D | 48.4 | D | 4.1 | **Yes** |
| PM | 72.7 | E | **77.0** | **E** | **4.3** |
| 13. El Norte Pkwy / I-15 SB Ramps | Caltrans | Signal | AM | 44.4 | D | 50.3 | 5.9 | 6.1 | No |
| PM | 11.3 | B | 11.3 | B | 0.0 |
| 14. El Norte Pkwy / I-15 NB Ramps | Caltrans | Signal | AM | 17.3 | B | 17.6 | B | 0.3 | No |
| PM | 44.2 | D | 52.1 | D | 7.9 |
| 15. El Norte Pkwy / 7 Oaks Rd | Escondido | Signal | AM | 24.8 | C | 25.1 | C | 0.3 | No |
| PM | 48.5 | D | 49.0 | D | 0.5 |
| 16. El Norte Pkwy / Centre City Pkwy | Escondido | Signal | AM | 69.3 | E | 70.6 | E | 1.3 | No |
| PM | 63.1 | E | 63.5 | E | 0.4 |
| 17. El Norte Pkwy / Broadway  | Escondido | Signal | AM | 194.9 | F | 195.3 | F | 0.4 | No |
| PM | 124.7 | F | 125.9 | F | 1.2 |

*The following change was made to Table 2.7-14: Impact/Mitigation Measures Summary – Intersections, pages 2.7-51 and 2.7-23:*

| **Table 2.7-14Impact/Mitigation Measures Summary – Intersections** |
| --- |
| **Jurisdiction** | **MM#** | **Intersection** | **Peak Hour** | **With (+) Project Operations** | **Impact Type** | **Mitigation Measure** | **Mitigated to Below a Level of Significance** |
| *Without Mitigation* | *With Mitigation* |
| *Delay* | *LOS* | *Delay* | *LOS* |
| Escondido/‌San Marcos | TR-1  | #8. El Norte Pkwy/‌Woodland Pkwy | AM | 51.1 | D | 28.1 | C | Near-Term Direct & Cumulative/Long-Term Cumulative | Restripe the WB approach to provide the following geometry: ~~1~~2 left-turn lanes, 2 through lanes, 1 right-turn lane & bike lane. Restripe eastbound departure lanes. Modify signal equipment. | Yes |
| PM | 33.2 | C | 30.7 | C |
| Escondido | TR-2  | #9. El Norte Pkwy/‌Country Club Ln | AM | 77.4 | E | 54.4 | D | Near-Term Direct & Cumulative/Long-Term Cumulative | Restripe a second EB left-turn lane and modify EB through-lane striping. Restripe eastbound departure lanes. Modify signal equipment. Provide corresponding receiving lanes on north leg of intersection. | Yes |
| PM | 53.8 | D | 32.0 | C |
| Escondido | TR-6  | #12. El Norte Pkwy/‌Nutmeg St/Nordahl Rd | AM | 30.6 | C | 29.0 | C | Near-Term Cumulative/Long-Term Cumulative | Restripe the SB approach to provide the following geometry: 1 shared through/right-turn lane, 2 left-turn lanes & bike lane. Modify median striping and signal equipment. | Yes |
| PM | 42.8 | D | 32.5 | C |

*The following change was made to Table 2.7-15: Impact/Mitigation Measures Summary – Street Segments, pages 2.7-52 and 2.7-53:*

| **Table 2.~~6~~7-15Impact/Mitigation Measures Summary – Street Segments** |
| --- |
| Jurisdiction | MM# | Street Segment | Capacity | With Project Operations | Impact Type | Mitigation Measure | Mitigated to Below a Level of Significance |
| Without Mitigation | With Mitigation |
| LOS | V/C | LOS | V/C |
| Escondido | TR-3 | 10. El Norte Pkwy: Nutmeg St to I-15 SB Ramps | 37,000 | E | 0.976 | — | — | Near-Term Direct & Cumulative | Revise and enhance the right-turn/right edgeline/turn-lane striping serving the commercial uses between Bourbon Road and the I-15 southbound ramps to improve ingress and reduce driver confusion. Restrict NB left-turns from Bourbon Road with striping and signage. Permit EB to WB U-turns at the El Norte Parkway/I-15 NB ramps intersection. Additionally, construction of **M-TR-6** and **M-TR-5** would improve operations on this segment. | Yes |
| Escondido | TR-4 | 15. Nutmeg St: Country Club Ln to Via Alexandra | 10,000 | E | 0.928 | — | — | Near-Term Direct & Cumulative | Prior to issuance of a building permit for the 145th dwelling unit, the Project applicant, or its designee, shall construct interim improvements in the existing right-of-way on southbound Nutmeg Street between La Paloma Avenue and Via Alexandra to provide a wider travel lane, and curb, gutter, and sidewalk improvements to the satisfaction of the City engineer. These improvements will enhance vehicular, pedestrian, and bicycle circulation and will increase capacity to mitigate the Project’s impact. These improvements would also result in the clearing of trees/vegetation within the public right-of-way which would improve site visibility northerly of the driveway intersection. Furthermore, **M-TR-6** (dual southbound left-turns from Nutmeg Street to El Norte Parkway) will serve to enhance the overall Nutmeg Street corridor operations by increasing traffic flow from Nutmeg Street to El Norte Parkway.~~SAP improvements (signal) to the Nutmeg Street/Country Club Lane intersection as well as to the El Norte Parkway/Nutmeg Street/‌Nordahl Road intersection (~~**~~M-TR-6~~**~~, dual SB lefts) will enhance the local segment and overall Nutmeg Street corridor operations.~~  | Yes |
| Escondido | TR-7 | 17. Bennett Ave: El Norte Pkwy to Toyon Glen a | 10,000 | D | 0.791 | — | — | Near-term Cumulative Only | Remove intermittent left-turn pockets and restripe with a two-way left-turn lane between El Norte Parkway and Toyon Glen. | Yes |

## Section 3.1.1, Aesthetics

*The following change was made to Section 3.1.1, Aesthetics, page 3.1.1-1:*

This section addresses the potential aesthetics and visual resources impacts associated with implementation of The Villages – Escondido Country Club Project (Project). The analysis is based on a review of existing resources, technical data, and applicable laws, regulations, and guidelines. The information presented in this section was collected from a number of sources, including the *City of ~~Encinitas~~ Escondido General Plan* (General Plan) and visual simulations prepared for the Project.

## Section 3.1.8, Recreation

*The following change was made to Section 3.1.8, Recreation, page 3.1.8-9:*

~~Additionally, the developer would be required to pay the City’s park fee of $4,129 per dwelling unit, minus the eligible parkland provided on site by the Project. This payment of $1,618,568~~ This would ensure that the City’s established park land and recreational facility standards are met with respect to the additional needs created by the development. Due to the ~~payment of the park fees and the~~ development of on-site open space and recreation areas, increase in the use of existing neighborhood parks is not expected to result in substantial deterioration or adverse effects to the existing parks.

*The following change was made to Section 3.1.8, Recreation, page 3.1.8-9:*

The Project includes construction of a clubhouse, a greenbelt, open space areas, and additional recreational facilities. The developer would ~~also be required to pay the City’s park fee of $4,129 per dwelling unit, which would~~ provide on-site park land provisions that ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by the development.

*The following change was made to Section 3.1.8, Recreation, page 3.1.8-9:*

The Project would provide park facilities and open space that would be adequate to meet the needs of its residents and ~~would also pay the City’s park fee of $4,129 per residential unit~~ be accessible to the general public.

*The following change was made to Section 3.1.8, Recreation, page 3.1.8-10:*

Furthermore, the Project includes amenities such as a gym, swimming pool, and tennis/pickle ball court for use by residents and guests. Due to the availability of existing recreational facilities~~, payment of the City’s park fee,~~ and the provided Project amenities, implementation of the Project in conjunction with cumulative projects would not cause a substantial increase in use on existing facilities.

*The following change was made to Section 3.1.8, Recreation, page 3.1.8-10:*

~~Payment of the City’s park fee and c~~Construction of new recreational facilities associated with the Project would ensure that recreational facilities throughout the City are adequately supported.

## Section 3.1.9, Utilities and Service Systems

*The following change was made to Section 3.1.9, Utilities and Service Systems, page 3.1.9-44:*

In addition, an EVWTP representative has indicated that there would be sufficient capacity to treat the additional Project-related water demands (Tunnell, pers. comm. 2017; Rincon 2017).

## Chapter 4, Alternatives

*The following change was made to Section 4.7.1, Reduced-Density Alternatives (158 and 138 Units) Description and Setting, page 4-10:*

## Lastly, although this alternative would ~~not~~ include the SAP, ~~it would include~~ and associated bicycle and pedestrian improvements along Country Club Lane.

*The following change was made to Section 4.7.2.1, Air Quality, page 4-10:*

Additionally, although slightly less grading and earthwork would be required ~~because these alternatives do not include the SAP~~, the same type of equipment would be used and the amount of area disturbed would be only slightly less under these alternatives because the lots sizes would be larger.

*The following change was made to Section 4.7.2.4, Greenhouse Gas Emissions, page 4-11:*

Additionally, although slightly less grading and earthwork would be required ~~because these alternatives do not include the SAP~~, the same type of equipment would be used and the amount of area disturbed would be only slightly less under these alternatives because the lot sizes would be larger.

*The following addition was made to Table 4-1, Environmentally Superior Alternative:*

| Table 4-1Environmentally Superior Alternative |
| --- |
| Issue Areas with Potentially Significant Impacts | Project | Alternatives Considered |
| 1 | 2 | 3 |
| No Project/No Development | Reduced-Density Alternatives (158 and 138 Units) | Reduced-Density Alternative (279 Units) |
| Air Quality | LTS | ▼ | ▼ | ▼ |
| Biological Resources | LTS | ▼ | ▬ | ▬ |
| Cultural Resources | LTS | ▼ | ▬ | ▬ |
| Greenhouse Gas Emissions | LTS | ▼ | ▼ | ▼ |
| Noise | LTS | ▼ | ▼ | ▼ |
| Hazards and Hazardous Materials | LTS | ▼ | ▬ | ▬ |
| Transportation and Traffic | SU | ▼ | ▼ | ▼ |

▲ Alternative is likely to result in greater impacts to issue when compared to Project.

▬ Alternative is likely to result in similar impacts to issue when compared to Project.

▼ Alternative is likely to result in reduced impacts to issue when compared to Project.

NS Not a potentially significant impact

LTS Less than Significant with mitigation measures

SU Potentially significant and unavoidable impact

## Chapter 5, References

*The following addition was made to Chapter 5, page 5-25:*

Rincon. 2017. Will Serve Letter, Water, Escondido Country Club – Villages SUB 16-0009. August 29, 2017.

## Chapter 7, List of Mitigation Measures and Project Design Features

*The following change was made to Section 7.3, Cultural Resources, page 7-5:*

5. In the event that previously unidentified cultural resources are discovered, either the archaeologist or Native American Representative shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the Project manager at the time of discovery. The archaeologist, in consultation with the Project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the San Diego County coroner and the lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposal of the remains.

*The following change was made to Section 7.3, Cultural Resources, page 7-5:*

7. In the event of the discovery of human remains determined to be Native American, any artifacts associated with the burial will be repatriated with the human remains at the request of the Most Likely Descendent. All other artifacts that may be encountered during grading and collected by the archaeologist will be curated at an approved facility unless the Native American representatives request that the artifacts be repatriated to the tribal representative. ~~All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation.~~

*The following change was made to Section 7.3, Cultural Resources, pages 7-6 and 7-7:*

1. A qualified paleontologist or a paleontological monitor under the direction and supervision of a qualified paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. A paleontological monitor is defined as an individual who has at least 1 year of experience in field identification and collection of fossil materials, and who is working under the direction of a qualified paleontologist. Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of excavation, and may be either increased or decreased thereafter depending upon initial results (per direction of a qualified paleontologist).

* 1. Qualified Paleontologist: The project paleontologist is a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g sedimentary or stratigraphic geology, evolutionary biology, etc.); has a demonstrated knowledge of southern California paleontology and geology; and has documented experience unprofessional paleontological procedures and techniques.
	2. Qualified Paleontological Monitor: A paleontological monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials

Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of the excavation, and may be either increased or decreased thereafter by the qualified paleontologist depending upon initial results of monitoring.

*The following change was made to Section 7.4, Greenhouse Gas Emissions, page 7-8:*

The quantity of GHG offsets required to achieve the service population value set forth above shall be calculated in and supported by technical documentation that is submitted to the City of Escondido (City) as part of the Mitigation Monitoring and Reporting Program, using an approved methodology demonstrating the quantity of reductions is valid and sufficient. The calculations shall be prepared by a qualified GHG emissions consultant utilizing the California Emissions Estimator Model or other widely-accepted methodologies that are acceptable to the City. The calculations shall demonstrate the quantity of reductions is valid and sufficient, as determined by the City.

*The following change was made to Section 7.6, Noise, page 7-10 and 7-11:*

**M-N-1** Construction noise levels are anticipated to exceed the applicable City of Escondido (City) noise restrictions when equipment is operating less than approximately 260~~200~~ feet from existing residences in the Project vicinity. The following mitigation is required:

* Install temporary noise barriers around the construction site to minimize construction noise to 75 A-weighted decibels (dBA) as measured at the applicable property lines of the adjacent uses, unless an acoustical engineer submits documentation that confirms that the barriers are not necessary to achieve the attenuation levels.
* All construction equipment employing an internal combustion engine shall be equipped with suitable exhaust and intake silencers that are in good working order.
* Stationary construction equipment such as generators or compressors shall be located on site as far away from adjacent residential property boundaries as is practicable.
* Minimize, to the extent practical, the number of pieces of construction equipment operating simultaneously.

*The following change was made to Section 7.6, Noise, page 7-12:*

* A blast signal (e.g., air horn) shall be used to notify nearby residents that blasting is about to occur per the California Code of Regulations, Title 8, Section 5291 Firing of Explosives regulations. Additionally, notification of surrounding property owners within 100 feet of blasting activities shall occur via U.S. mail at least one week prior to blasting activities.

*The following change was made to Section 7.7, Transportation and Traffic, page 7-14:*

**M-TR-4 Segment #15. Nutmeg Street from Country Club Lane to Via Alexandra.** Prior to issuance of a building permit for the 145th dwelling unit, the Project applicant, or its designee, shall construct interim improvements in the existing right-of-way on southbound Nutmeg Street between La Paloma Avenue and Via Alexandra to provide a wider travel lane, and curb, gutter, and sidewalk improvements to the satisfaction of the City engineer. These improvements will enhance vehicular, pedestrian, and bicycle circulation and will increase capacity to mitigate the Project’s impact. These improvements would also result in the clearing of trees/vegetation within the public right-of-way which would improve site visibility northerly of the driveway intersection. Furthermore, **M-TR-6** (dual southbound left-turns from Nutmeg Street to El Norte Parkway) will serve to enhance the overall Nutmeg Street corridor operations by increasing traffic flow from Nutmeg Street to El Norte Parkway.

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Figure E-1 Housing Types

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