

## CHAPTER S SUMMARY

### Description

The Villages – Escondido Country Club Project (Project) application includes several approvals necessary to implement the 109.3-acre Project. The applicant proposes an amendment of the *City of Escondido General Plan* (General Plan) Land Use Element to provide the flexibility to create a mix of open space uses, residential uses of varying densities, and social and recreation uses. Development of the site also requires a Zone Change to Specific Plan (S-P) Zone and a Tentative Subdivision Map.

The Project includes a total of 392 residential homes; approximately 48 acres of permanent open space with active greenbelts; parks; and recreational, social, and community amenities. The dedicated open space composes approximately 44% of the Project site. The residential component would be composed of three interrelated residential villages (see Figure 1-1, Project Site Plan).

The underlying purpose of the Project is to revitalize an existing residential area surrounding the Escondido Country Club community, and to develop a new community with unique homes and interrelated open space and recreation amenities on approximately 109 acres near existing and planned infrastructure, services, and jobs in the vicinity of the North San Diego County Interstate 15 (I-15) corridor. Project implementation is guided by the following statement of Project objectives:

1. Eliminate the blighted condition of the current Project site and abate hazards to public health and safety.
2. Assist the City in implementing the General Plan's housing goals by increasing the City's housing stock and diversifying the range of housing opportunities.
3. Provide a variety of housing types and designs within interrelated villages located adjacent to an existing, established residential community.
4. Create an interrelated open space system including a greenbelt with walking trails, pocket parks, and landscape areas, in addition to active recreation facilities, to facilitate an active and healthy lifestyle for residents, thereby assisting the City in implementing the General Plan's community health and services goals.
5. Provide a place for the community to gather, socialize, dine, and recreate thereby assisting the City in implementing the General Plan's community health and services goals.
6. Provide a Specific Alignment Plan as part of the Project that would provide a series of intersection improvements designed to calm traffic speeds and enhance pedestrian and bicycle circulation.

7. Protect privacy of existing residents by providing a landscaped buffer between all new and existing homes.
8. Implement sustainable design measures to enhance walkability, minimize water usage for both interior and exterior facilities, and maximize energy-saving features; and cluster residential within established single-family villages or neighborhoods to maintain site topography, protect natural resources, and avoid hazards consistent with the City's land use goals.
9. Implement timely public facilities within existing service areas without burden or cost to existing residents, visitors, or North San Diego County incorporated and unincorporated communities.

### General Plan Amendment

The Project site is currently designated in the General Plan as Residential Urban I, which allows for up to 5.5 dwelling units per acre. This land use designation would be amended to the Specific Plan Area #14 (SPA #14) land use designation to provide the flexibility to create a mix of open space uses, residential uses of varying densities, and social and recreational uses. The Project includes a total of 392 dwelling units on approximately 109.3 acres, which results in a density of 3.6 dwelling units per acre.

### Specific Plan and Zone Reclassification

The Project site is currently designated in the General Plan as Residential Urban I, which allows for up to 5.5 dwelling units per acre (City of Escondido 2012). This land use designation would be amended to the Specific Plan Area #14 (SPA #14) land use designation. The current R-1-7 zone requires a residential lot to be a minimum of 7,000 square feet. The zoning of the entire parcel would be changed to the Specific Plan (S-P) Zone to encourage a comprehensive approach to the use of land through the appropriate mix of several land uses, along with the infrastructure needed to support them on parcels sufficiently large to permit comprehensive site planning and regulatory administration. The zone reclassification does not change the density of the Project through an adopted specific plan.

### Specific Alignment Plan

The Project would develop a Specific Alignment Plan (SAP) to improve Country Club Lane from Golden Circle Drive to the west to Nutmeg Street to the east with traffic calming features to reduce speeds along the corridor. The purpose of the SAP is to improve the overall road user experience for all modes of transportation.

## Tentative Subdivision Map

The Project includes a tentative subdivision map. The map depicts:

- Grading and drainage
- Individual residential lots
- Common ownership lots
- Public streets
- Private driveways
- Infrastructure improvements

The map would be submitted concurrently with the Specific Plan. One or more final subdivision map(s) would be recorded.

## Project Approvals

Approvals required to implement the Project include (1) a General Plan Amendment to the City of Escondido's (City's) General Plan Land Use Element, (2) a Zone Change to Specific Plan S-P Zone, (3) a Tentative Subdivision Map, and (4) a Specific Plan.

## Location

The Project site is located in the northwest portion of the City, along both sides of West Country Club Lane west of Nutmeg Street. The Project site currently has an address of 1800 West Country Club Lane and consists of approximately 109 acres. Figure 1-7, Regional Location Map, shows the Project location within the County of San Diego and the City of Escondido. Regionally, the City is situated in northern San Diego County, about 30 miles north of downtown San Diego via I-15. The Project site is approximately 0.5 miles to the west of I-15, and about 2 miles north of State Route 78 (SR-78) (Figure 1-8, Vicinity Map). The City of San Marcos boundary is approximately 0.2 miles to the southwest.

## Setting

In a regional context, the City is situated in North San Diego County, about 30 miles north of downtown San Diego via I-15. The Project is approximately 0.5 miles to the west of I-15, and about 2 miles north of SR-78. I-15 bisects Escondido in a north-south direction and provides connections to San Diego and Riverside County. Escondido's geographic setting is characterized by hills and mountains surrounding an open valley bisected by Escondido Creek. In the outer

area of Escondido, there are several large natural expanses of preserved open space that buffer Escondido from surrounding communities.

The surrounding residential development consists of single-family detached residences on a variety of lot sizes, attached single-family residences (duplexes) of several different densities, and several common-interest developments; see Figure 1-9, Surrounding Land Uses. A large mobile-home park is located to the south on El Norte Parkway within the City of San Marcos. The City of San Marcos boundary is approximately 0.2 miles to the southwest.

Planned development projects to the northwest of the Project site resulted in residential development of detached single-family homes on lots approximately 4,000 square feet to 6,000 square feet. Further north are detached single-family homes on approximately 5,000-square-foot lots that typically average from 40 to 45 feet in width. A smaller residential development that abuts the Project site to the north consists of duplex residential units on 2,000-square-foot lots ranging. Located central to and north of the Project site are detached single-family homes on approximately 7,000-square-foot lots, flanking Villages 1 and 2.

As the topography rises to the north of the Project site, another residential development project adjacent to the former golf course is comprised of duplex dwelling units on lots that are approximately 4,000 square feet. Another smaller residential development that protrudes into the Project site has duplex dwelling units on 2,000-square-foot lots. To the south of the Project site, several residential developments with both duplex units with 2,000-square-foot lots and detached single-family homes on lots ranging from 2,000 square feet to 7,000 square feet, which average about 40 feet in width (see Figure 1-9).

The location, density, and intensity of suburban-style development within the surrounding communities have mainly developed through planned residential development, and are generally characterized by low-density single-family neighborhoods with pockets of medium-density single-family development (duplex units and small detached homes).

### **S.1 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Impacts**

Table S-1, Summary of Significant Effects, provides a summary of impact analysis, mitigation, and level of significance of impact after mitigation for each issue. Chapter 2 of this Environmental Impact Report (EIR) contains the analyses of all issues found to have significant impacts. Chapter 2 also includes proposed mitigation for these significant impacts. Significant impacts were found for the issues of air quality, biological resources, cultural resources, greenhouse gas (GHG) emissions, hazards/hazardous materials, noise, and traffic. With implementation of the identified mitigation measures prescribed in this EIR (see Table S-1 and

Chapter 7, List of Mitigation Measure and Design Features), all potentially significant impacts would be mitigated to less than significant levels with the exception of one traffic impact, which would remain significant and unavoidable. The Project would result in a significant unavoidable long-term cumulative traffic impact at the I-15 southbound on-ramp at El Norte Parkway. Although mitigation is proposed to reduce this impact, it is considered a significant unavoidable impact even with the identified mitigation improvements because the improvements are located within the jurisdiction and responsibility of the California Department of Transportation (Caltrans), and neither the applicant nor the City of Escondido can ensure that Caltrans will permit the improvement to be made. Nonetheless, the proposed mitigation improvements are considered feasible to implement, and both the applicant and City will continue to coordinate with Caltrans to complete the mitigation improvements should the Project be approved. If Caltrans subsequently concurs and authorizes such improvements, this would eliminate the identified significant impact at the referenced on-ramp.

## **S.2 Areas of Controversy**

A Notice of Preparation (NOP) was distributed on January 25, 2017, for public review and comment. The NOP, Initial Study, and ensuing comment letters are included in Appendix 1-1 to this EIR. Areas of controversy are considered to include the following:

- Aesthetic impacts of grading steep slopes
- Air quality
- Biological resources impacts
- Cultural resources impacts
- Greenhouse gas emissions
- Potential of hazardous materials
- Land use—community character, inconsistency with the General Plan, inconsistency with LAFCO policies on open space and agriculture
- Noise generation
- Traffic on Country Club Lane and SR-78
- Wildfire—lack of fire and emergency services, and adequacy of evacuation

## **S.3 Issues to be Resolved by the Decision-Making Body**

An EIR is an information document, used to inform the decision-makers and the public of the environmental effects of a given project. The EIR includes discussion and inclusion of mitigation measures to reduce environmental impacts. The decision-making body must decide whether or

how to mitigate significant impacts. A Statement of Overriding Considerations is a document that explains the overriding social or economic considerations of a project even though some impacts remain significant and unmitigated. The decision to prepare a Statement of Overriding Considerations would be required for significant and unavoidable impacts associated with transportation and traffic. The EIR is also to include a reasonable range of alternatives that might reduce significant impacts while still attaining the project's objectives. The decision-making body must determine if any of these alternatives could substantially reduce significant impacts and still meet project objectives.

#### **S.4 Project Alternatives**

Four alternatives have been developed over time as the Project has evolved with agency meetings and input:

- No Project/No Development Alternative
- Reduced-Density Alternatives (158 units and 138 units)
- Reduced-Density Alternative (279 units)

These are discussed below in this order, as some of these alternatives evolved from the analysis of prior alternatives. All of these alternatives are analyzed in detail in Chapter 4, Project Alternatives, of this EIR. Although some of these would avoid or reduce Project impacts, they do not meet most of the Project objectives. Table S-2, Environmentally Superior Alternative, summarizes the analysis of these alternatives, and Table S-3, Comparison of Alternatives Relative to Project Objectives, provides a comparison of the alternatives relative to project objectives.

#### **No Project/No Development Alternative**

The California Environmental Quality Act (CEQA) requires an evaluation of the "No Project" alternative so that decision makers can compare the impacts of approving the Project with the impacts of not approving it. According to the CEQA Guidelines Section 15126.6(e), the No Project Alternative must include the assumption that conditions at the time of the Notice of Preparation (i.e., baseline environmental conditions) would not be changed since the Project would not be implemented.

The No Project/No Development alternative assumes that the Project would not be developed, which means there would be no residential, greenbelt, park, trail, and other community and recreation uses developed on site. Traffic improvements would not be constructed. None of Project site would be permanently preserved as open space. In its existing condition, the site would remain an unsightly, abandoned, former golf course/clubhouse property. Maintenance and abatement would continue to be required to ensure the public, health, safety, and welfare.

Until developed for some purpose or use not yet known, portions of the existing site would continue to be used for unauthorized purposes, such as use of the site by transients and vandals for drug use and graffiti.

In comparing the No Project/No Development Alternative to the Project, CEQA provides that the “lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (14 CCR Section 15126.6(e)(3)(C)).

The No Project/No Development Alternative is compared to the Project as though it would remain in its existing condition; however, as noted under CEQA, the existing site, an abandoned former golf course facility, retains underlying General Plan land use designations and zoning. Thus, development of the existing site, consistent with available infrastructure and services, is a reasonably expected occurrence in the foreseeable future, even if the Project were not approved. As such, although no impacts are noted in the various environmental categories for the No Project/No Development Alternative as of this writing, it is reasonable to project future development on site because it is possible that the existing site would not remain in an undeveloped condition in the foreseeable future, and instead, another development proposal is may occur with same or similar impacts as identified for the Project. The Reduced-Density Alternatives (158 and 138 residential units) are analyzed in Chapter 4, Project Alternatives.

#### Reduced-Density Alternative (158 units and 138 units)

The ECCHO proposed the two reduced-density alternatives (158 and 138 residential units) during the EIR public scoping period. The reduced-density alternatives include two potential alternative developments. The first alternative would include the development of 158 residential units (Figure 4-1A), and the second would include the development of 138 residential units (Figure 4-1B). Both alternatives would result in similar impacts compared to the Project. Therefore, they are analyzed together in this EIR. Although details were not provided for proposed ECCHO reduced-density alternatives, some assumptions are made based on the plans provided (Figures 4-1A and 4-1B). It is assumed the existing R-1-7 zoning would remain the same under the two reduced-density alternatives; therefore, all lots would be a minimum of 7,000 square feet. In addition to the residential development, there are green areas depicted in the plans. These areas would consist of necessary drainage facilities, BMPs, utilities to support the residential development and uses, and some passive open space. Lastly, although this alternative would not include the SAP, it would include bicycle and pedestrian improvements along Country Club Lane.

Based on the description of the two reduced-density alternatives (158 and 138 residential units), these alternatives would not include the following:

- Landscaped greenbelt and privacy buffer for all existing surrounding residents
- A 4-mile trail system to connect existing and new neighborhoods
- Recreation center with pool, gym, restaurant and bar
- Banquet space for community events and social gatherings
- Events lawn for summer concerts and movies in the park
- Professionally managed community farm with educational programming
- Multi-modal transportation improvements, such as pedestrian enhancements and protected Class II bike lanes along Country Club Lane
- Traffic calming program on Country Club Lane including roundabouts and new landscaping to reduce speed and improve roadway safety
- Installation of adaptive signal technology along El Norte Parkway
- Range of housing opportunities

Under the Project, a range of different lot sizes would be provided in order to accommodate a variety of housing opportunities. In addition to a range of different lot sizes, the Project would also include four- to six-unit clusters on common lots. The existing R-1-7 zoning would remain the same under the two reduced-density alternatives. Thus, these alternatives would have one large lot size (7,000 square feet) across the entire Project site, and would not provide a wide range of lot sizes, clustered lots, or a diverse range of housing opportunities within interrelated villages similar to the Project. In addition, although fewer units would be developed, the footprint of disturbance to construct the reduced number of residences would be the same as the Project because the lot sizes would be larger.

As illustrated and described in Table S-3, the reduced-density alternatives would not meet Project objectives 3, 5, and 6 and would only partially achieve Project objectives 2, 4, 7, and 8.

#### Reduced-Density Alternative (279 units)

This reduced-density alternative would include development of 279 residential units (Figure 4-2). This is 113 units less than the Project. This alternative would include three different sized lots: 5,000 square feet (94 DUs); 6,000 square feet (86 DUs); and 7,000 square feet (99 DUs). A zone change or a specific plan, similar to the Project, would be required because zone R-1-7 requires lot sizes to be a minimum of 7,000 square feet.

Under this alternative, there would be approximately 18 acres of open space/landscape, which is approximately 30 acres less than the Project. Although this alternative has fewer units than the Project, because the smallest lot would be 5,000 square feet, this alternative would have a larger footprint of development as compared to the Project, which features clustered development with higher density on a smaller footprint in some areas. Because of the smaller area of open space (i.e., 30 acres less open space), this reduced-density alternative would not include the same opportunities for dedicated open space and the provision of greenbelts or a walking trail system as the Project. However, within the approximately 18 acres of open space/landscape a 1.5-mile trail system would be included. Lastly, although this alternative would not include the SAP, it would include bicycle and pedestrian improvements along Country Club Lane.

The Reduced-Density Alternative (279 units) would not include the following components that are included in the Project:

- A 4-mile trail system to connect existing and new neighborhoods
- Recreation center with pool, gym, restaurant, and bar
- Banquet space for community events and social gatherings
- Events lawn for summer concerts and movies in the park
- Professionally managed community farm with educational programming
- Multi-modal transportation improvements, such as pedestrian enhancements and protected Class II bike lanes along Country Club Lane
- Traffic-calming program on Country Club Lane, including roundabouts and new landscaping to reduce speed and improve roadway safety
- Installation of adaptive signal technology along El Norte Parkway

Under the Project, a wide range of different lot sizes would be provided in order to accommodate a variety of housing opportunities. In addition to a range of different lot sizes, the Project would also include four- to six-unit clusters on common lots. This alternative would not offer a diverse range of housing as compared to the Project. These planning and housing considerations are not only important Project objectives but they are important goals and policies of the City's General Plan; see Section 4.7.2.8 for more details regarding the consideration and importance of a diverse range of housing.

As illustrated and described in Table S-3, the reduced-density alternative would not meet Project objectives 3, 5, and 6 and would only partially achieve Project objectives 4, 7, and 8.

## **S.5 Environmentally Superior Alternative**

### **Description of Environmentally Superior Alternative**

As shown in Table S-2, implementation of the No Project/No Development Alternative would result in the greatest reduction in significant impacts when compared to the Project. Because the No Project/No Development Alternative would result in the least amount of impacts to the environment, it would be the environmentally superior alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR also must identify an environmentally superior alternative among the other alternatives.

Aside from the No Project/No Development Alternative, the 138-unit reduced-density alternative would result in the least amount of environmental impacts. As compared to the Project, impacts associated with air quality, noise, and transportation and traffic would be reduced. This alternative would eliminate an identified significant unavoidable traffic impact associated with the Project at the I-15 southbound on-ramp at El Norte Parkway. Therefore, this alternative is identified as the Environmentally Superior Alternative. However, the Project mitigates this traffic impact with the identified improvements and conservatively concludes a significant “unavoidable” impact, only because the proposed improvements are not within the City’s jurisdiction and control because the on-ramp is a Caltrans facility.

### **Comparison of Environmentally Superior Alternative to Project**

The Project’s varying lot sizes and clustered lots within interrelated neighborhoods create the opportunity for a variety of housing opportunities, in contrast to what is allowed under the City’s R-1-7 zoning, which would be applicable to the two reduced-density alternatives (158 and 138 residential units). These planning and housing considerations are not only important Project objectives but they are important goals and policies of the City’s General Plan.

California state law requires each city and county to adopt a general plan for its physical development. The attainment of decent and suitable living is also identified by state law as a major housing goal. Recognizing the important role of local planning and housing programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their general plan, which enables cities and counties to develop different goals and policies to develop, maintain, and preserve housing. The intent of the overall housing element requirement is to promote a mix of unit types, tenure, and affordability in all cities and counties.

In addition, the City takes its commitment to regional housing needs seriously. One of the City’s housing goals and policies is to accommodate its regional share of housing for all income groups (Housing Policy 2.1). Other policies in the Housing Element seek to expand the housing stock,

encourage creative residential developments, etc. In comparing the Project's housing to that in the two reduced-density alternatives, the Project better accomplishes the intent of these housing policies by providing a varied mix of housing lots sizes and opportunities and thereby allow a wider range of income groups to be able to afford housing in the City. The reduced-density alternatives would not provide a mixture of land uses in close proximity or provide differing home sizes or a variety of housing opportunities. As an illustration, the City's 2016 Regional Housing Needs Assessment (RHNA) targets show that only 20 percent of above moderate income residential units have been issued building permits.<sup>1</sup> Over the course of the current Housing Element Planning cycle (2013–2020), the City has not been able to produce the amount of housing that is needed for all types of income levels, including lower-income households, moderate-income households, and above-moderate-income households. As described and analyzed in Section 3.1.6, Population and Housing, in 2010, the City had a total population of 143,976 with 47,979 total housing units, and there was a housing vacancy rate of 5.1% (SANDAG 2015). As of 2016, the estimated population in the City was 150,760 people with 48,561 total housing units, and there was a housing vacancy rate of 4.4% (SANDAG 2017). Since 2010, the Escondido population has increased by approximately 6,784 residents and the total housing units has increased by approximately 582 units, meanwhile the amount of vacant housing has declined. By 2020, it was estimated that the total population in the City would be approximately 165,214 residents, which indicates over 18,000 new residents would be introduced to the area. Additionally, by 2050, it is anticipated that the City's population would be over 173,500 residents (SANDAG 2013).

The target for moderate income residential also is considerably below the City's target. The two reduced-density alternatives would each reduce the total number of homes when compared to the Project. From a land planning standpoint, this is not a desirable outcome or yield that is permitted by the land use designation of the General Plan. Further if the reduced-density alternatives were implemented, they would frustrate important CEQA policies found in Public Resources Code Section 21159.26. This CEQA provision provides that a public agency may not reduce the proposed number of housing units as a project alternative for a particular significant effect on the environment if it determines there is another feasible project alternative that would provide a comparable level of mitigation. The Project has reduced several of its significant impacts. On balance, the solution does not appear to be to reduce the housing densities as some form of added mitigation without a corresponding reduction in identified significant impacts.

This is especially the case when, locally, the City's Housing Element acknowledges the need to increase, not decrease, its housing stock. As an illustration, the Housing Element, page IV-46 (Figure IV-26), shows that between 2000 and 2010, Escondido's housing stock increased at less

---

<sup>1</sup> See the City's Annual Element Progress Report, Housing Element Implementation, Table B, for the reporting period of January 1, 2016, through December 31, 2016.

than 7%, below the countywide average and significantly below nearby Carlsbad and San Marcos, where housing growth exceeded 32% and 52%, respectively. In addition, the City's projected housing stock must increase by 10% by 2030 (see City Housing Element, Fig. IV-27). These projected increases in the housing stock likely will be not realized if projects like this one have housing densities reduced. The Project, if approved, would provide a better mix of housing for income groups and thereby assist the City in accommodating its regional share of housing for income groups when compared to the two reduced-density alternatives.

Additionally, as stated in Table S-3, Comparison of Alternatives Relative to the Project Objectives, the Environmentally Superior Alternative would not meet Project objectives 3, 5, and 6 and would only partially achieve Project objectives 2, 4, 7, and 8.

Table S-1 summarizes significant impacts as a result of the Project and required mitigation measures. All other impacts analyzed in this EIR were found to be less than significant and are therefore not identified in Table S-1.

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<i>2.1 Air Quality</i>			
AQ-1	The Project's requested zoning change was not included in the current RAQS and the SIP.	<b>M-AQ-1</b> Prior to the San Diego Air Pollution Control District's (SDAPCD's) next triennial review of the Regional Air Quality Strategy, the City of Escondido (City) shall coordinate with SDAPCD to amend the growth assumptions using the Project's Specific Plan. This includes changing the designation of Residential Urban I and R-1-7 to Specific Plan Area and SP Zone within the Project site.	Impacts would be reduced to less than significant
AQ-2	Daily construction emissions would exceed the City's significance thresholds for NO <sub>x</sub> .	<b>M-AQ-2</b> Prior to the commencement of grading activities within each phase of development, the City shall confirm that the following measures shall be adhered to during construction activities associated with the Project to reduce oxides of nitrogen (NO <sub>x</sub> ): a. For off-road equipment with engines rated at 75 horsepower or greater, no construction equipment shall be used that is less than Tier 3.  An exemption from these requirements may be granted by the City in the event that the Project applicant (or its designee) documents that:  (1) Equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those related to the commercial availability of the necessary equipment within the County of San Diego within the scheduled construction period).  (2) Corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment.  For example, if a Tier 3 piece of equipment is not	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 2), another piece of utilized equipment could be upgraded from Tier 3 to a higher tier (e.g., Tier 4 Interim or Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emission reductions associated with using a piece of equipment that does not meet Tier 3 standards. The permissibility to achieve greater emission reductions through the use of cleaner equipment engines to offset assumed emission reductions that are not feasibly achieved ensures that total Project-generated criteria air pollutant emissions from equipment operation are reduced, if an exemption is granted by the City.</p> <p>b. The engine size of construction equipment shall be the minimum size suitable for the required job.</p> <p>c. Construction equipment shall be maintained in accordance with the manufacturer's specifications.</p>	
AQ-3	The Project would exceed the City's significance thresholds for NO <sub>x</sub> during construction with respect to sensitive receptors.	See <b>M-AQ-2</b> .	Impacts would be reduced to less than significant
AQ-CUM-1	The Project would exceed the City's significance thresholds for NO <sub>x</sub> during construction. Accordingly, the Project may result in a cumulatively considerable increase in emissions of nonattainment pollutants.	See <b>M-AQ-2</b> .	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<i>2.2 Biological Resources</i>			
BI-1	Significant impacts to nesting birds could occur if suitable nesting habitat is removed during the general bird breeding season (January 15 to September 15).	<b>M-BI-1 Nesting Bird and Raptor Avoidance.</b> If initial grading and vegetation removal activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird breeding season for migratory birds and raptors (January 15 and September 15), the Project applicant shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The pre-construction survey shall be performed no more than 7 days before the start of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction activities shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist.	Impacts would be reduced to less than significant
BI-2	The Project would impact approximately 0.29 acres of wetland/riparian sensitive natural communities.	<b>M-BI-2 Restoration, Preservation, and Management of On-Site Open Space.</b> The Project applicant shall prepare and submit to the City of Escondido (City) and/or other responsible agencies of the Project for approval a Restoration Plan for the establishment/reestablishment and enhancement of sensitive habitat within the Project's open space. The Restoration Plan shall provide for replacement of impacted sensitive habitat, i.e., wetland/riparian sensitive natural communities and jurisdictional wetlands and waters in an amount to satisfy a no-net-loss standard for both function and spatial area of wetland and non-wetland resources. The Restoration Plan shall include 5 years of maintenance and monitoring to ensure the restoration effort is successful.	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>The Project applicant shall record a conservation easement, restrictive covenant, or other protective mechanism approved by the City and/or other responsible agencies of the Project over the establishment/reestablishment and enhancement areas. The conservation easement shall be included on final Project plans. The Project applicant shall prepare and submit to the City and/or other responsible agencies of the Project a Long-Term Management Plan for the on-site biological conservation easement areas. The Long-Term Management Plan shall include area specific management directives for maintenance, monitoring, and management of the conservation easement areas in perpetuity.</p> <p>The applicant shall also establish a non-wasting endowment for an amount approved by the City based on a Property Analysis Record or similar cost estimation method to secure the ongoing funding for the perpetual maintenance, monitoring, and management of the biological conservation easement area by an agency, non-profit organization, or other entity approved by the City. Upon approval of the draft Long-Term Management Plan, the applicant shall submit the final Long-Term Management Plan to the City and/or other responsible agencies of the Project and a contract with the approved land manager, as well as transfer the funds for the non-wasting endowment to a non-profit conservation entity.</p> <p>The Project applicant shall install appropriate permanent fencing, along the boundary of the open space to discourage human access. The Project applicant shall also install signage on the fence to educate and inform the public about the open space and to prohibit access. The fencing shall be shown on all final Project plans.</p>	

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
BI-3	The Project would impact approximately 2.56 acres of wetland and jurisdictional waters.	See <b>M-BI-2</b> .	Impacts would be reduced to less than significant
BI-4	The Project would result in unavoidable impacts to up to 601 mature trees and 18 protected trees.	<b>M-BI-3 Mature and Protected Tree Replacement.</b> The Project applicant shall replace impacted mature trees at a minimum 1:1 ratio, unless otherwise determined by the City. The Project applicant shall replace protected trees at a minimum 2:1 ratio, unless otherwise determined by the City. The number, size, and species of replacement trees shall be determined on a case-by-case basis by the City's Director of Community Development.	Impacts would be reduced to less than significant
BI-CUM-1	The Project would potentially contribute to a cumulatively considerable impact to nesting birds.	See <b>M-BI-1</b> .	Impacts would be reduced to less than significant
BI-CUM-2	The Project would potentially contribute to a cumulatively considerable impact to jurisdictional waters and wetlands.	See <b>M-BI-2</b> .	Impacts would be reduced to less than significant
BI-CUM-3	The Project would potentially contribute to a cumulatively considerable impact to mature and protected trees.	See <b>M-BI-3</b> .	Impacts would be reduced to less than significant
<i>2.3 Cultural Resources</i>			
CR-1	In the event that any previously undetected cultural resources are encountered, impacts associated with archaeological resources would be potentially significant.	<b>M-CR-1</b> An archaeological resources monitoring program shall be implemented that shall include the following: <ol style="list-style-type: none"> <li>1. Prior to issuance of a grading permit, the applicant shall provide written verification to the City of Escondido (City) that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the Project archaeologist to the City. The City, prior to any preconstruction meeting, shall approve all persons involved in the monitoring program.</li> <li>2. The qualified archaeologist and a Native American representative(s) shall attend the pre-grading meeting with</li> </ol>	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>the grading contractors to explain and coordinate the requirements of the monitoring program. Native American monitors/representatives from the Rincon Band of Luiseño Indians, the San Luis Rey Band of Mission Indians, and the Kumeyaay Nation shall be invited to participate in the monitoring program.</p> <p>3. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.</p> <p>4. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.</p> <p>5. In the event that previously unidentified cultural resources are discovered, the archaeologist 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</p>	

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>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.</p> <p>6. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis.</p> <p>7. 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.</p> <p>8. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.</p>	
CR-2	Because the exact depths of sensitive resources are unknown, in the event that unexpected intact paleontological resources are unearthed during	<b>M-CR-2</b> Prior to commencement of Project construction, a qualified paleontologist shall be retained to attend the Project pre-construction meeting and discuss proposed grading plans with the Project contractor(s). If the qualified paleontologist	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
	ground-disturbing activities, impacts associated with the destruction of a unique paleontological resource or site or unique geologic feature would be potentially significant.	<p>determines that proposed grading/excavation activities would likely affect previously undisturbed areas of Pleistocene-age alluvial deposits, then monitoring shall be conducted as outlined below.</p> <ol style="list-style-type: none"> <li>1. A qualified paleontologist or a paleontological monitor 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).</li> <li>2. In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of 1 hour to 2 days). All collected fossil remains shall be cleaned, sorted, cataloged and deposited in an appropriate scientific institution (such as the San Diego Natural History Museum) at the applicant's expense.</li> <li>3. A report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the City within 3 months of terminating monitoring activities.</li> </ol>	
CR-3	In the event of accidental discovery of any human remains during construction of the Project, impacts associated with the disturbance of human remains would be potentially significant.	<b>M-CR-3</b> As specified by California Health and Safety Code, Section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ (where they were discovered) by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. 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 disposition of the remains in accordance with California Public Resources Code, Section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site and in the presence of a Native American monitor.</p>	
CR-4	<p>Implementation of the Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource as defined in California Public Resources Code, Section 21074, if unknown tribal resources were unearthed during grading activities.</p>	See <b>M-CR-1</b> .	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
CR-CUM-1	In the event that any previously undetected cultural resources are encountered, the Project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with archaeological resources.	See <b>M-CR-1</b> .	Impacts would be reduced to less than significant
CR-CUM-2	Ground-disturbing activities associated with the Project, in combination with cumulative projects occurring in areas containing geologic formations with high and moderate sensitivity for paleontological resources, could result in a significant cumulative impact associated with paleontological resources or unique geologic features.	See <b>M-CR-2</b> .	Impacts would be reduced to less than significant
CR-CUM-3	The Project would have the potential to disturb human remains, including those located outside of formal cemeteries, from ground-disturbing activities associated with development of the site. In combination with cumulative projects that have the same potential to disturb human remains during ground-disturbing activities, a potentially significant cumulative impact associated with human remains would occur.	See <b>M-CR-3</b> .	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
CR-CUM-4	In the event that any previously undetected tribal resources are encountered, the Project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with tribal resources.	See <b>M-CR-1</b> .	Impacts would be reduced to less than significant
<i>2.4 Greenhouse Gas Emissions</i>			
GHG-1	The Project would exceed the City-specific GHG efficiency metric for 2023 prior to mitigation.	<p><b>M-GHG-1</b> The applicant or its designee will purchase and retire greenhouse gas (GHG) offsets to reduce the Project's GHG emissions level to 3.15 metric tons carbon dioxide equivalent (MT CO<sub>2</sub>E) per service population per year, consistent with the performance standards and requirements set forth below.</p> <ol style="list-style-type: none"> <li>1. The GHG offsets shall be secured from an accredited registry that is recognized by the California Air Resources Board (CARB) or a California air district, or from an emissions reduction credits program that is administered by CARB or a California air district.</li> <li>2. The GHG offsets shall represent the past reduction or sequestration of 1 MT CO<sub>2</sub>E that is "not otherwise required," in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.4(c)(3).</li> <li>3. The GHG offsets shall be real, permanent, quantifiable, verifiable, and enforceable.</li> <li>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</li> </ol>	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p align="center">valid and sufficient.</p> <p>The applicant shall offset the Project's GHG emissions prior to receiving the 196th certificate of occupancy from the City. This represents 50% of the Project's residential build-out and thus the Project's emissions would be offset prior to completion of the Project.</p>	
GHG-CUM-1	The Project would exceed the City-specific GHG efficiency metric for 2023 prior to mitigation, creating a potential cumulative impact relating to Project consistency with long-term statewide GHG reduction goals.	See <b>M-GHG-1</b> .	Impacts would be reduced to less than significant
<i>2.5 Hazards and Hazardous Materials</i>			
HZ-1	The historical presence of two former USTs in the Project vicinity is presently considered a potentially significant impact until further investigation is conducted.	<b>M-HZ-1</b> Prior to any Project construction, including demolition, excavation, or other earth-moving or soil disturbance activities, any areas of the Project site identified as containing or formerly containing aboveground storage tanks (ASTs), suspected underground storage tanks (USTs), floor drains, and/or clarifiers, shall be assessed for the presence of potential contaminants of concern. Any areas of the Project site found to be contaminated shall be remediated in conformance with applicable federal, state, and local laws. Assessment and remediation shall be to the satisfaction of the City of Escondido Fire Department, the County of San Diego Department of Environmental Health, or other applicable agency. No Project construction activities shall commence until written regulatory concurrence is obtained that no further action is required with respect to the areas of the Project site identified as containing or formerly containing ASTs, suspected USTs, floor drains, and clarifiers.	Impacts would be reduced to less than significant
HZ-2	The presence of two floor drains and two clarifiers is a potentially significant impact.	See <b>M-HZ-1</b> .	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
HZ-3	The potential presence of ACMs in the existing buildings on the property is a potentially significant impact.	<b>M-HZ-2</b> Prior to demolition, all on-site structures shall be tested to determine if they include asbestos-containing materials (ACMs). If present, ACMs shall be removed and disposed of by a licensed and certified asbestos abatement contractor, in accordance with all applicable federal, state, and local laws and regulations for asbestos removal and demolition operations.	Impacts would be reduced to less than significant
HZ-4	The potential presence of lead based paint in the existing buildings on the property is a potentially significant impact.	<b>M-HZ-3</b> Prior to demolition, all on-site structures shall be sampled to determine if they contain lead-based paint. If lead-based paint is present, health and safety procedures shall be initiated to protect workers during demolition activities, in accordance with all applicable federal, state, and local laws and regulations.	Impacts would be reduced to less than significant
HZ-5	The historic agricultural use of the property is a potentially significant impact.	<b>M-HZ-4</b> Prior to excavation and other earth-moving or soil disturbance activities, representative soil samples shall be collected from areas subject to historical agricultural use, submitted to a State of California-certified laboratory, and analyzed for the following potential contaminants of concern, as follows: <ul style="list-style-type: none"> <li>• Organochlorine Pesticides using U.S. Environmental Protection Agency (EPA) Method No. 8081A</li> <li>• Arsenic using EPA Method No. 6010</li> <li>• CAM-17 Metals, including lead, using EPA Method Nos. 6000/7000 series</li> </ul> Any soil identified as contaminated shall be remediated in accordance with all applicable federal, state, and local laws to the satisfaction of the City of Escondido Fire Department, the County of San Diego Department of Environmental Health, or other applicable agency. No excavation or other earthmoving or soil-disturbance activities shall commence until written regulatory concurrence is obtained that no further action is required with respect to the historical agricultural use of the Project site.	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<i>2.6 Noise</i>			
N-1	When the entire assemblage of construction equipment is working right at the edge of the construction zone in each phase, within 50 feet of existing residences, construction noise levels are anticipated to range from 87 to 90 dBA $L_{eq}$ . Assuming relatively steady work, this would result in an exceedance of the City's construction noise limit of 75 dBA $L_{eq}$ HOUR.	<p><b>M-N-1</b> Construction noise levels are anticipated to exceed the applicable City of Escondido (City) noise restrictions when equipment is operating less than approximately 200 feet from existing residences in the Project vicinity. The following mitigation is required:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• All construction equipment employing an internal combustion engine shall be equipped with suitable exhaust and intake silencers that are in good working order.</li> <li>• Stationary construction equipment such as generators or compressors shall be located on site as far away from adjacent residential property boundaries as is practicable.</li> <li>• Minimize, to the extent practical, the number of pieces of construction equipment operating simultaneously.</li> </ul>	Impacts would be reduced to less than significant
N-2	The exact location of buildings and HVAC equipment within the Village Center is unknown, but it is possible HVAC equipment could be located closer than 250 feet from existing or proposed residences, which could result in HVAC noise levels at adjacent residences that exceed the City's daytime limit of 50 dBA $L_{eq}$ for single-family residences.	<p><b>M-N-2</b> Prior to issuance of building permits for the commercial structures to be located in the Village Center, an acoustical analysis shall be conducted to evaluate sound levels from proposed heating, ventilation, and air-conditioning equipment at the adjacent residential property lines, in order to ensure compliance with the City's daytime limit of 50 dBA equivalent continuous sound level (<math>L_{eq}</math>). Shielding of equipment, selection of low-noise-generating equipment, or both shall be specified as necessary to achieve compliance with this standard.</p> <p><b>M-N-3</b> Prior to issuance of building permits for the commercial structures that include outdoor sound amplification systems, an</p>	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		acoustical analysis shall be conducted to evaluate sound levels from use of the proposed amplification systems at the adjacent residential property lines, in order to ensure compliance with the City's daytime limit of 50 dBA L <sub>eq</sub> . Location and orientation of the speakers, volume governors, and/or sound barriers between the areas with sound amplification use and adjacent residences shall be specified, as necessary, to achieve compliance with this standard.	
N-3	The exact location and orientation of loudspeakers for amplified sound systems within the Village Center is unknown, but sound levels from a wedding event or dance function at adjacent residences that could exceed the City's daytime limit of 50 dBA L <sub>eq</sub> for single-family residences.	See <b>M-N-2</b> and <b>M-N-3</b> .	Impacts would be reduced to less than significant
N-4	At the closest backyard boundary in the west segment of Country Club Lane, the predicted future traffic noise level would marginally exceed the "normally acceptable" limit of 60 dBA CNEL (by 1 dB), while the closest backyards along the east segment of West Country Club Lane and along Nutmeg Street would exceed this limit by up to 5 dBA CNEL.	<b>M-N-4</b> To comply with the City's 60 dBA community noise equivalent level (CNEL) exterior noise standard for single-family and duplex rear yards, noise barriers would be required for some home lots along Country Club Way and Nutmeg Street within the Project boundaries; see Table M-N-1, Barrier Heights at Rearyard Boundaries, for specific locations. Placing a barrier between the sound source (roadway) and receiver location (backyard) is an effective means of reducing sound levels at the receiver. If the barrier blocks a direct line of site between receiver and sound source, the minimum attenuation is approximately 5 dB; with increasing height of the wall, effective attenuation rates up to approximately 15 dB can be achieved. A standard barrier attenuation calculation was performed to determine the minimum necessary barrier height to achieve compliance with the 60 dBA CNEL criterion. Noise barriers shall either be (1) solid masonry walls, or (2) tongue-and-groove walls with 1-inch-thick lumber.	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness																		
		<p>Based on future predicted traffic noise levels, barriers with the indicated heights would be required along the rearyard boundary of the residences identified in Table M-N-1.</p> <p align="center"><b>Table M-N-1 Barrier Heights at Rearyard Boundaries</b></p> <table border="1"> <thead> <tr> <th data-bbox="814 613 993 678">Roadway</th> <th data-bbox="993 613 1220 678">Distance from Road</th> <th data-bbox="1220 613 1482 678">Required Barrier</th> </tr> </thead> <tbody> <tr> <td data-bbox="814 678 993 776">West Country Club Road</td> <td data-bbox="993 678 1220 776">Yard boundary greater than 75 feet from road edge</td> <td data-bbox="1220 678 1482 776">No barrier required</td> </tr> <tr> <td data-bbox="814 776 993 906">West Country Club Road</td> <td data-bbox="993 776 1220 906">Yard boundary between 74 feet and 55 feet from road edge</td> <td data-bbox="1220 776 1482 906">5.5-foot-high barrier along yard boundary facing road</td> </tr> <tr> <td data-bbox="814 906 993 1036">West Country Club Road</td> <td data-bbox="993 906 1220 1036">Yard boundary between 54 feet and 30 feet from road edge</td> <td data-bbox="1220 906 1482 1036">6-foot-high barrier along yard boundary facing road</td> </tr> <tr> <td data-bbox="814 1036 993 1133">West Country Club Road</td> <td data-bbox="993 1036 1220 1133">Yard boundary less than 30 feet from road edge</td> <td data-bbox="1220 1036 1482 1133">8-foot-high barrier along yard boundary facing road</td> </tr> <tr> <td data-bbox="814 1133 993 1385">North Nutmeg Street</td> <td data-bbox="993 1133 1220 1385">Yard boundary between 50 feet and 25 feet from road edge</td> <td data-bbox="1220 1133 1482 1385">6-foot-high barrier along yard boundary facing road (for the closest lot in row perpendicular to Nutmeg; other adjacent lots further away also protected)</td> </tr> </tbody> </table>	Roadway	Distance from Road	Required Barrier	West Country Club Road	Yard boundary greater than 75 feet from road edge	No barrier required	West Country Club Road	Yard boundary between 74 feet and 55 feet from road edge	5.5-foot-high barrier along yard boundary facing road	West Country Club Road	Yard boundary between 54 feet and 30 feet from road edge	6-foot-high barrier along yard boundary facing road	West Country Club Road	Yard boundary less than 30 feet from road edge	8-foot-high barrier along yard boundary facing road	North Nutmeg Street	Yard boundary between 50 feet and 25 feet from road edge	6-foot-high barrier along yard boundary facing road (for the closest lot in row perpendicular to Nutmeg; other adjacent lots further away also protected)	
Roadway	Distance from Road	Required Barrier																			
West Country Club Road	Yard boundary greater than 75 feet from road edge	No barrier required																			
West Country Club Road	Yard boundary between 74 feet and 55 feet from road edge	5.5-foot-high barrier along yard boundary facing road																			
West Country Club Road	Yard boundary between 54 feet and 30 feet from road edge	6-foot-high barrier along yard boundary facing road																			
West Country Club Road	Yard boundary less than 30 feet from road edge	8-foot-high barrier along yard boundary facing road																			
North Nutmeg Street	Yard boundary between 50 feet and 25 feet from road edge	6-foot-high barrier along yard boundary facing road (for the closest lot in row perpendicular to Nutmeg; other adjacent lots further away also protected)																			

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p><b>M-N-5</b> Restrict blasting operations to no more than 3 minutes of any given hour during allowable construction time periods.</p> <p><b>M-N-6</b> To reduce adverse effects related to rock blasting, the following measures shall be adhered to:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• All complaints shall be responded to and investigated as they occur.</li> </ul> <p>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.</p>	
N-CUM-1	When all construction equipment is working at the edge of the construction zone in each phase, within 50 feet of existing residences, construction noise levels are anticipated to range from 87 to 90 dBA $L_{eq}$ at the property line of these existing residences. This would result in a Project-specific exceedance of the City's construction noise limit of 75 dBA $L_{eq}$ HOUR, and assuming another construction project could occur within 0.25 miles of the Project site during this timeframe, the Project would also result	See <b>M-N-1</b> .	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
	in a cumulatively considerable contribution to a cumulative impact.		
<i>2.7 Transportation and Traffic</i>			
<i>Existing Plus Project</i>			
TR-1	Intersection #8. El Norte Parkway/Woodland Parkway ( <i>Escondido/San Marcos</i> )	<b>M-TR-1 Intersection #8. El Norte Parkway/Woodland Parkway.</b> 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 left-turn lane, 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.	Impacts would be reduced to less than significant
TR-2	Intersection #9. El Norte Parkway/Country Club Lane ( <i>Escondido</i> )	<b>M-TR-2 Intersection #9. El Norte Parkway/Country Club Lane.</b> Prior to issuance of a building permit for the 60th dwelling unit, the Project applicant, or its designee, shall restripe the eastbound approach of El Norte Parkway to provide a second eastbound left-turn lane, and shall also restripe northbound Country Club Lane (north of El Norte Parkway) to accept the two left-turn lanes and to taper to one lane south of the Country Club Lane/Golden Circle Driveway. The existing raised median on El Norte Parkway would be removed and reconstructed to accommodate the second eastbound left-turn lane. The eastbound through lanes shall also be restriped to accommodate the improvement. Traffic	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>signal equipment at the El Norte Parkway/Country Club lane intersection shall also be modified to serve the revised geometry. No widening of El Norte Parkway or Country Club Land will be required. These improvements were included into the modeling, thus accounted for the LOS findings.</p>	
TR-3	Segment #10. El Norte Parkway from Nutmeg Street/Nordahl Road to I-15 Ramps ( <i>Escondido</i> )	<p><b>M-TR-3 Segment #10. El Norte Parkway from Nutmeg Street/Nordahl Road to I-15 SB Ramps.</b> Prior to issuance of a building permit for the 272nd dwelling unit, the Project applicant, or its designee, shall revise and enhance the right-turn/right edgeline striping serving the commercial uses between Bourbon Road and the I-15 southbound ramps, commensurate with the striping improvements recently installed by the City of Escondido between Nutmeg Street/Nordahl Road and Bourbon Road to improve ingress and reduce driver confusion with respect to the commercial driveways' right-turn movement to Nutmeg Street. The Project shall also restrict the northbound left-turns from Bourbon Road to westbound El Norte Parkway with striping and signage, consistent with left-turn restrictions for the commercial driveway located directly across the intersection. The eastbound U-turn restriction at the El Norte Parkway/I-15 northbound ramps intersection should be removed to serve the displaced left-turns that will become downstream U-turns. There is sufficient distance in the intersection to serve the displaced left-turns from Bourbon Road, and the modest volume would not affect efficiency of the intersection. If Caltrans will not allow the U-turn at this intersection, the movement is allowed at the signalized El Norte Parkway/7 Oaks intersection located approximately 350 feet farther east. Removal of left-turns from Bourbon Road to El Norte Parkway will eliminate a conflicting midblock movement and enhance operations on El Norte Parkway. Construction of <b>M-TR-6</b> (dual southbound lefts on Nutmeg Street at El Norte Parkway) will also increase efficiency on El Norte Parkway by processing twice as many southbound left-turning vehicles per cycle, allowing for more</p>	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		green time to serve El Norte Parkway. M-TR-5 (additional ramp storage on the I-15 southbound on-ramp) will further improve operations on this segment by reducing the eastbound queuing that occurs on El Norte Parkway during the AM peak hour and queuing those vehicles on the ramp instead of the segment. Although it is not a mitigation measure, the proposed adaptive signal control proposed for the El Norte Parkway corridor within the study area will also improve capacity along this segment.	
TR-4	Segment #15. Nutmeg Street from Country Club Lane to Via Alexandra ( <i>Escondido</i> )	<b>M-TR-4 Segment #15. Nutmeg Street from Country Club Lane to Via Alexandra.</b> 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. Furthermore, <b>M-TR-6</b> (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.	Impacts would be reduced to less than significant
TR-5	Ramp Meter: El Norte Parkway to I-15 Southbound On-Ramp ( <i>Caltrans</i> )	<b>M-TR-5 El Norte Parkway to I-15 Southbound On-Ramp.</b> Prior to issuance of a building permit for the 170th dwelling unit, the Project applicant, or its designee, shall provide an additional Single Occupancy Vehicle (SOV) lane to the southbound on ramp. However, because the improvement would be located within the jurisdiction and control of the State of California (Caltrans), and neither the applicant nor the City of Escondido can assure that Caltrans will permit the improvement to be made, for the purposes of this analysis, the long-term significant cumulative impact at this location is considered significant and unavoidable.	Significant and Unavoidable

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<i>Existing Plus Cumulative Projects Plus Project</i>			
TR-6	Intersection #12. El Norte Parkway/Nordahl Road/Nutmeg Street ( <i>Escondido</i> )	<b>M-TR-6 Intersection #12. El Norte Parkway/Nutmeg Street/Nordahl Road.</b> Prior to issuance of a building permit for the 300th dwelling unit, the Project applicant, or its designee, shall restripe the south leg of Nutmeg Street to provide two southbound left-turn lanes, one shared through-right-turn lane, and a bike lane. The median on the north leg will need to be restriped. Traffic signal equipment at the subject intersection shall also be modified to serve the revised geometry. No widening of El Norte Parkway, Nutmeg Street or Nordahl Road will be required. This improvement will primarily improve the efficiency of the intersection by serving the dominant movement with two lanes instead of one. The secondary effect will be more green time per cycle to be allocated to El Norte Parkway. Another benefit will be to address the existing offset issue affecting north-south drivers through the intersection. Moving the through lane to the east will better align it with the receiving lane on the side (Nordahl Road) of the intersection.	Impacts would be reduced to less than significant
TR-7	Segment #17. Bennett Avenue from El Norte Parkway to Toyon Glen ( <i>Escondido</i> )	<b>M-TR-7 Segment #17. Bennett Avenue from El Norte Parkway to Toyon Glen</b> – Prior to issuance of a building permit for the 162nd dwelling unit, the Project applicant, or its designee, shall restripe a two-way left-turn lane between El Norte Parkway and Toyon Glen. There are currently left-turn pockets striped at intervals along this segment. As such, there is sufficient room in the existing curb-to-curb width to stripe in the two-way left-turn lane. While the existing pockets serve to allow turning vehicles from Bennett Avenue to queue outside of the through lanes, they do not provide refuge for vehicles turning from the minor streets along the segment to Bennett Avenue.	Impacts would be reduced to less than significant

**Table S-1  
Summary of Significant Effects**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<i>Year 2035 Plus Project</i>			
TR-8	Intersection #8. El Norte Parkway/Woodland Parkway (Escondido/San Marcos)	See <b>M-TR-1.</b>	Impacts would be reduced to less than significant
TR-9	Intersection #9. El Norte Parkway/Country Club Lane (Escondido)	See <b>M-TR-2.</b>	Impacts would be reduced to less than significant
TR-10	Intersection #10. El Norte parkway/Nutmeg Street / Nordahl Road (Escondido)	See <b>M-TR-6.</b>	Impacts would be reduced to less than significant
TR-11	Ramp Meter: El Norte Parkway to I-15 Southbound On-Ramp (Caltrans)	See <b>M-TR-5.</b>	Significant and Unavoidable

**Table S-2  
Environmentally Superior Alternative**

Issue Areas with Potentially Significant Impacts	Project	Alternatives Considered		
		1	2	3
		<i>No Project/No Development</i>	<i>Reduced-Density Alternatives (158 and 138 units)</i>	<i>Reduced-Density Alternative (279 Units)</i>
Air Quality	LTS	▼	▼	▼
Biological Resources	LTS	▼	—	—
Cultural Resources	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

**Table S-3**  
**Comparison of Alternatives Relative to Project Objectives**

<b>Objectives</b>	<b>No Project/No Development Alternative</b>	<b>Two Reduced-Density Alternatives (158/138 Units)</b>	<b>Reduced-Density Alternative (279 Units)</b>
1. Eliminate the blighted condition of the current Project site and abate hazards to public health and safety.	NO: The Project site would remain in its current blighted condition.	YES: Redevelopment of the site would still occur under this alternative.	YES: Redevelopment of the site would still occur under this alternative.
2. Assist the City in implementing the General Plan's housing goals by increasing the City's housing stock and diversifying the range of housing opportunities.	NO: The Project site would remain in its current condition; therefore, no housing would be built.	PARTIAL: This alternative would increase housing stock; however all residential lots would be a minimum of 7,000 sf in size, therefore, a range of housing types and densities would not be provided.	YES: Residential lots would range in size from 5,000 square feet to 7,000 square feet.
3. Provide a variety of housing types and designs within interrelated villages located adjacent to an existing, established residential community.	NO: The Project site would remain in its current condition and no housing would be provided.	NO: These alternatives would have one large lot size (7,000 square feet) across the entire Project site, and would not provide a wide range of lot sizes, clustered lots, or a diverse range of housing opportunities within interrelated villages similar to the Project.	NO: This alternative would only have three lot sizes across the entire Project site, and would not provide a wide range of lot sizes, clustered lots, or a diverse range of housing opportunities within interrelated villages similar to the Project.
4. Create an interrelated open space system including a greenbelt with walking trails, pocket parks, and landscape areas, in addition to active recreation facilities, to facilitate an active and healthy lifestyle for residents, thereby assisting the City in implementing the General Plan's community health and services goals.	NO: The Project site would remain in its current condition; therefore, no open space system would be implemented.	PARTIAL: While some passive open space would be provided, it would not include active recreational facilities.	PARTIAL: While some passive open space would be provided, it would not include active recreational facilities.

**Table S-3  
Comparison of Alternatives Relative to Project Objectives**

Objectives	No Project/No Development Alternative	Two Reduced-Density Alternatives (158/138 Units)	Reduced-Density Alternative (279 Units)
5. Provide a place for the community to gather, socialize, dine, and recreate thereby assisting the City in implementing the General Plan's community health and services goals.	NO: The Project site would remain in its current condition; therefore, no community facilities and recreational facilities would be provided.	NO: These alternatives do not include a trail, recreation center, event law, community farm, restaurant, or banquet space.	NO: This alternative does not include a trail, recreation center, event law, community farm, restaurant, or banquet space.
6. Provide a Specific Alignment Plan as part of the Project that would provide a series of intersection improvements designed to calm traffic speeds and enhance pedestrian and bicycle circulation.	NO: This alternative would not include a SAP.	NO: This alternative would not include a SAP.	NO: This alternative would not include a SAP.
7. Protect privacy of existing residents by providing a landscaped buffer between all new and existing homes.	NO: The Project site would remain in its current condition; therefore, no landscape buffer would be provided.	PARTIAL: Some passive open space would be provided, but the landscaping including trees and shrubs would not be to the level provided by the Project.	PARTIAL: Some passive open space would be provided, but the landscaping including trees and shrubs would not be to the level provided by the Project.
8. Implement sustainable design measures to enhance walkability, minimize water usage for both interior and exterior facilities, and maximize energy-saving features; and cluster residential within distinct single-family villages or neighborhoods to maintain site topography, protect natural resources, and avoid hazards consistent with the City's land use goals.	NO: The Project site would remain in its current condition; therefore no development would occur and no sustainable design measures would be implemented.	PARTIAL: Sustainable design measures would be included as part of these alternatives but not to the level provided by the Project. These alternatives would not cluster residential in villages or neighborhoods although they would maintain site topography and protect natural resources.	PARTIAL: Sustainable design measures would be included as part of this alternative but not to the level provided by the Project. This alternative would cluster residential in villages or neighborhoods and it would maintain site topography and protect natural resources.

**Table S-3  
Comparison of Alternatives Relative to Project Objectives**

<b>Objectives</b>	<b>No Project/No Development Alternative</b>	<b>Two Reduced-Density Alternatives (158/138 Units)</b>	<b>Reduced-Density Alternative (279 Units)</b>
9. Implement timely public facilities within existing service areas without burden or cost to existing residents, visitors, or North County incorporated and unincorporated communities.	NO: The Project site would remain in its current condition and no public facilities would be needed or provided.	YES: Public facilities would be implemented in a timely manner without burden or cost to existing residences.	YES: Public facilities would be implemented in a timely manner without burden or cost to existing residences.
Conclusion	This alternative would not meet any of the project objectives.	These alternatives would not meet project objectives 3, 5, and 6 and would only partially achieve project objectives 2, 4, 7, and 8.	This alternative would not meet project objectives 3, 5, and 6 and would only partially achieve project objectives 4, 7, and 8.

INTENTIONALLY LEFT BLANK