INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

P21-0300

PROJECT NAME: Camino Largo Residential Project

PROJECT LOCATION: Northeast of the intersection of North Santa Fe Avenue and Camino Largo north of Taylor Street and south of Osborne Street

APN: 159-240-07

PROJECT APPLICANT:
California West Communities
5927 Priestly Drive, Suite 110
Carlsbad, CA 92008
760-918-6768

LEAD AGENCY:
City of Vista
Community Development Department
Planning Division
200 Civic Center Drive, Vista, California 92084
Patsy Chow, Deputy Director of Community Development / City Planner
(760) 643-5390

PUBLIC REVIEW PERIOD: May 11, 2022 to May 30, 2022

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). It is available for a 20-day public review period as shown above.

Comments regarding this document should focus on the proposed finding that the project would not have a significant effect on the environment. If the commenter believes that the project may have a significant environmental effect, it would be helpful to identify the specific effect, explain why the effect would occur, and why it would be significant. **All comments must be made in writing** and addressed to: Ms. Patsy Chow, Deputy Director of Community Development/City Planner, City of Vista Planning Division, 200 Civic Center Drive, Vista, California 92084. Comments may be sent by e-mail to pchow@cityofvista.com. Comments must be received in the Planning Division office no later than 5:00 P.M. on the last day of the public review period noted above.

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Chapter 1 – Introduction

CEQA Overview

The City of Vista (City) Planning Division has prepared this IS/MND to evaluate the potential environmental consequences associated with the proposed Camino Largo Residential Project General Plan Amendment, Zone Change, Tentative Subdivision Map, and Site Development Plan Project ("proposed project" or "project"). As part of the permitting process, the proposed project is required to undergo an environmental review pursuant to CEQA. One of the main objectives of CEQA is to disclose to the public and decision makers the potential environmental effects of proposed activities. CEQA requires that the lead agency prepare an IS to determine whether an Environmental Impact Report, Negative Declaration, or a Mitigated Negative Declaration is needed. The City's Planning Division is the lead agency for the proposed project under CEQA.

Authority

The preparation of this IS/MND is governed by two principal sets of documents: CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). Specifically, the preparation of an IS and an MND is guided by the State CEQA Guidelines; Section 15063 describes the requirements for an IS, and Sections 15070–15073 describe the process and requirements for the preparation of an MND. Where appropriate and supportive to an understanding of the issues, reference will be made either to the CEQA statute or State CEQA Guidelines. This IS/MND contains all of the contents required by CEQA, which includes a project description, a description of the environmental setting, potential environmental impacts, mitigation measures for any significant effects, consistency with plans and policies, and names of preparers.

Scope

This IS/MND evaluates the proposed project's effects on the following resource topics:

- aesthetics
- agriculture and forestry resources
- air quality
- biological resources
- cultural resources
- energy
- geology and soils
- greenhouse gas emissions
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources
- noise
- population and housing
- public services
- recreation
- transportation
- tribal cultural resources
- utilities and service systems
- wildfire
- mandatory findings of significance

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Chapter 2 – Environmental Setting and Project Description

Project Overview

The proposed project involves removal of an existing nursery operation and the construction of 46 two-story detached single-family residential units on 46 separate lots. The project site is 9.3 acres in size and comprises one parcel (Assessor's Parcel Number [APN] 159-240-07).

The project site has a General Plan land use designation of Rural Residential (RR) and the project would require a General Plan Amendment to designate the site as Medium Density Residential (MD Residential) (10 dwelling units [du]/acre). The project would also require a zone change from Agricultural (A-1) to Residential (R-1-B, small lot subdivision, 3,600 square foot [sf] lots). The subject property is in the northwest portion of the City, within San Diego County (County) (see Figure 1, *Regional Location*, in Attachment A).

The property is located northeast of the intersection of North Santa Fe Avenue and Camino Largo, south of the City's boundary with the County of San Diego. Guajome Regional Park is located to the west across North Santa Fe Avenue and single-family residences land are to the south and east. Current access to the site is via a gravel private drive that extends from North Santa Fe Avenue (Figure 2, *Project Vicinity*, in Attachment A).

Existing Environmental Setting

City of Vista

Vista is a largely built-out, predominantly low-density residential community located approximately seven miles inland from the Pacific Ocean in northern San Diego County. Clusters of urbanizing higher density areas are scattered throughout the central portion of the City and along arterial roads. Vista is located in the rolling topography of the western foothills of the San Marcos Mountains, with elevations ranging from approximately 200 feet to about 750 feet above mean sea level (amsl). Broad views are provided from various points throughout the City with some higher elevations offering vistas of the Pacific Ocean to the west. In addition to the topography of the mountains and hills, the City is vegetated from the low-level creek beds to the steep slopes of the foothills, which also provide some scenic attributes of the community. The City also has two major creeks that flow through its boundaries, Buena Vista Creek and Agua Hedionda Creek.

Project Site

The project site supports a non-operational commercial palm tree nursery**.** The nursery operations consisted of selling palm trees that were grown aboveground and maintained in box stock containers. Remnants of the former nursery remain onsite including hoop frames of the former greenhouses, palm trees in box planters, and piles of green waste. There is a structure that is associated with the former nursery operations located in the south-central portion of the site and trucks and machinery scattered throughout the site. Physical improvements on the site consist of internal dirt access drives, chain link fencing and gates, and wooden electrical transmission poles and overhead wires.

Topographically, there is an east-west trending ridge situated in the north central portion of the project site. Elevations on the project site range from 361 feet amsl at the top of the ridge to 295 amsl in the southwestern corner of the property adjacent to Camino Largo.

Surrounding Land Uses

The project site is located immediately south of the City's northwest boundary. Land uses surrounding the project site include Osborne Street, rural residential and nurseries to the north, North Coast Church to the north/northwest, rural residential and the single-family homes in the Sandalwood neighborhood to the south, Rancho Guajome Adobe Museum and Rancho Guajome Regional Park (in the City of Oceanside) to the west (see Figure 2 in Attachment A). The closest school to the site is Guajome Park Academy located at 2000 North Santa Fe Avenue, approximately 0.25 mile southwest of the project site. The closest City fire station to the site is Vista Fire Department (VFD) Station No. 3 located at 1070 Old Taylor Road, approximately one mile to the east. The closest police station to the site is the San Diego County Sheriff's Department (SDCSD) located at 30 Main Street Unit G130, approximately two miles southeast of the project site. The nearest public airports to the project site are McClellan Palomar Airport and Oceanside Municipal Airport, each located approximately five miles south and west of the project site, respectively.

Proposed Project Description

The project includes the conversion of the former nursery to residential land uses. To do so, the project would demolish 10,600 square feet (sf) of existing structures that include a greenhouse and a shed. As shown in Figure 3, *Site Plan* (see Attachment A), the project involves the construction of 46 two-story single-family residences. The homes would range from 2,129 sf to 2,374 sf and extend to a height of no greater than 35 feet.

Architecturally, the project would provide three residential styles: Santa Barbara; Farmhouse; and Spanish Ranch, each constructed with stucco facades that are enhanced with wood and brick accents. Flat planes would be disrupted with portions of the residences recessed further from the street front, covered front porches, and pitched roofs. Internally, the development would have commonality by using a neutral color palette while expressing individuality through a variation of architectural features such as shutters, arches, and porch and entryway size and placement. Retaining walls are planned for each lot with maximum heights of approximately five feet.

The project would provide 14,923 sf of common open space along the eastern perimeter of the project site. In addition, the project provides landscaped areas (including slopes) that would support a variety of groundcover and shrubs with mature trees within the eastern and northern perimeter of the project site as well as within buffers between individual rear yards.

Access would be provided by four private cul-de-sac streets that extend from Camino Largo. Resident parking would be provided via two-car garages and individual driveways with additional parking being provided along both sides of each cul-de-sac private street. Camino Largo would be improved from an unclassified gravel road to a two-way paved street with a curb and gutter system and sidewalks. The pavement along the southern half of Camino Largo would be improved to a minimum width of 28 feet. In addition, the four private cul-de-sac streets would be 40 feet wide curb to curb to accommodate on-street parking on both sides of the streets, which would meet the proposed parking requirements set forth in the small lot subdivision/residential development ordinance being considered for adoption by the City Council on May 10, 2022. Camino Largo would be paved and extended to a minimum width of 28 feet. The project would also include the addition of a stop sign at the intersection of Camino Largo and North Santa Fe Avenue. In addition, to improve line of sight when turning south onto North Santa Fe Avenue from Camino Largo, two existing trees would be removed at the southeast corner of Camino Largo and North Santa Fe Avenue.

To accommodate storm water flows and maintain water quality, a 6,572-sf biofiltration basin would be constructed in the southwest corner of the project site and a 4,675-sf underground storage vault/modular wetland system (MWS) would be constructed along the eastern perimeter of the site. Additional storm drain facilities including a curb and gutter system would be part of the project design. Other new and/or upgraded onsite infrastructure would connect locally to existing water, sewer and storm drain infrastructure that are within an existing easement that parallels Camino Largo.

An electrical transmission line and pole that currently traverse the site would be removed and electrical utilities would be undergrounded. A quitclaim of the current San Diego Gas and Electric (SDG&E) utility easement noted on the Tentative Subdivision Map would occur with a new easement created for the underground infrastructure.

Demolition is slated to commence in November 2022, with grading and trenching for underground infrastructure to begin in late winter/early spring 2023. Site paving and construction of the homes follow, with project completion anticipated in fall of 2023. In all, the project would include 40,950 cubic yards (cy) of export.

The project would require a General Plan Amendment from RR (1 du/ac) to MD Residential (10 du/ac) and a zone change from A-1 to R-1-B (small lot subdivision), 3,600 sf lots (minimum size) to accommodate the proposed residences.

Construction Best Management Practices

The project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. The San Diego Air Pollution Control District (SDAPCD) Rule 55 – Fugitive Dust Control states that no dust and/or dirt shall leave the property line. SDAPCD Rule 55 requires the following (SDAPCD 2009):

(1) **Airborne Dust Beyond the Property Line:** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than three minutes in any 60-minute period.

(2) **Track-Out/Carry-Out:** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

(i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation:

(a) track-out grates or gravel beds at each egress point;

(b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;

(c) using secured tarps or cargo covering, watering, or treating of transported material; and

(ii) be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM_{10}-efficient (particulate matter less than 10 microns in diameter) street sweepers certified to meet the most current South Coast Air Quality

Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

The control measures listed below are the BMPs that the project would incorporate for dust control and are included in the air emissions modeling:

- A minimum of two applications of water shall be applied during grading between dozer/grader passes;
- Paving, chip sealing, or chemical stabilization of internal roadways shall be applied after completion of grading;
- Grading shall be terminated if winds exceed 25 miles per hour (mph);
- All exposed surfaces shall maintain a minimum soil moisture of 12 percent;
- Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control; and
- Vehicle speeds shall be limited to 15 mph on unpaved roads.

Additional Approvals

Besides review under CEQA, the applicant and/or contractor of the proposed project would be required to obtain the following additional approvals and/or permits from the City: General Plan Amendment, Zone Change, Tentative Subdivision Map, Site Development Plan, Right-of-Way Permit, Grading Permit, Landscape Construction Plan, and (eventually) Building Permits. These approvals require meeting certain Conditions of Project Approval prior to obtaining the required permits. In addition, before the Final (Subdivision) Map is recorded, all Conditions of Project Approval (which include the mitigation measures identified in this document) must be satisfactorily completed. Other public agency approvals are identified in Chapter 3.

Chapter 3 – Initial Study Environmental Checklist

Project Information

Project Title:	Camino Largo Residential Project
Lead Agency Name and Address:	City of Vista Community Development Department Planning Division 200 Civic Center Drive Vista, California 92084
CONTACT PERSON:	Patsy Chow, Deputy Director of Community Development / City Planner (760) 643-5390
PROJECT LOCATION:	Northeast corner of North Santa Fe Avenue and Camino Largo
PROJECT APPLICANT:	California West Properties 5927 Priestly Drive, Suite 110 Carlsbad, CA 92008 760.918.6768
GENERAL PLAN DESIGNATION:	RR (1 du/acre)
ZONING DESIGNATION:	A-1
DESCRIPTION OF PROJECT:	See Chapter 2, Proposed Project Description.
SURROUNDING LAND USES AND SETTING:	See Chapter 2, Proposed Project Description.
OTHER PUBLIC AGENCY APPROVALS:	The San Diego Regional Water Quality Control Board (SDRWQCB) is responsible for approving the Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements of the most recent National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit. The project would also require a quitclaim of the current utility easement noted on the Tentative Subdivision Map from San Diego Gas and Electric (SDG&E) with approval from CPUC through the Advice Letter process.

Environmental Factors Potentially Affected

Based upon the initial evaluation presented in the following IS, it is concluded that the proposed project would not result in significant adverse environmental impacts.

Environmental Determination

On the basis of the initial evaluation of the attached Initial Study:

☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

May 5, 2022

Signature Date

The signature below signifies that the applicant has read and accepts the mitigation measures detailed in the Mitigated Negative Declaration.

Applicant or Owner Date

Evaluation of Environmental Impacts

The following IS checklist provides analysis of the proposed project's potential to result in significant adverse environmental impacts. Section 15063(c) of the Guidelines indicates that the purpose of an Initial Study is to:

1. Provide the Lead Agency ("City of Vista") with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:

    a) Focusing the EIR on the effects determined to be significant;

    b) Identifying the effects determined not to be significant;

    c) Explaining the reasons why potentially significant effects would not be significant; and,

    d) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project.

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.

6. Eliminate unnecessary EIRs.

7. Determine whether a previously prepared EIR could be used with the project.

Impact Terminology

The following terminology is used to describe the level of significance of impacts:

- A finding of *no impact* is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.

- An impact is considered *less than significant* if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.

- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.

- An impact is considered *potentially significant* if the analysis concludes that it could have a substantial adverse effect on the environment.

I. Aesthetics *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

AESTHETICS DISCUSSION

a. NO IMPACT. A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape and is typically identified in planning documents, such as a community plan or general plan, but can also include locally known areas or locations where high-quality public views are available. According to the Vista General Plan Update 2030 Program EIR (General Plan EIR), based on general viewing areas, there are two main viewsheds in the City: the San Marcos Mountains to the east and northeast, and the canyons in the southwestern portion of the City. In accordance with these two viewsheds, the City has identified six public vantage points, which are a combination of routes and specific locations from which these viewsheds are most prominent (City 2011).

The project site is not located within one of the six public vantage points identified in the General Plan EIR. The nearest public vantage point is Public Vantage Point 3: West Bobier Drive, located approximately a half mile southwest of the project site. According to the General Plan EIR, West Bobier Drive offers views of the San Marcos Mountains to the east. At a distance of a half mile, project implementation would not have a substantial adverse effect on views from this designated public vantage point. Additionally, the project site itself is not in a location where prominent views are available. Thus, the project would not have a substantial adverse effect on a scenic vista. No impacts would occur.

b. NO IMPACT. There are no officially designated state scenic highways in the vicinity of the project site. The nearest state scenic highway is State Route (SR)-52, which is approximately 20 miles south of the project site. The nearest eligible state scenic highway not officially designated is State Route (SR) 76, which is approximately 1.5 miles north of the project site. At this distance, project elements would not affect views from SR 76. Additionally, the City's General Plan does not identify any scenic roadways near the project site (City 2011). Therefore, the proposed project would not damage scenic resources within a state scenic highway. No impact would occur.

c. NO IMPACT. Public Resources Code 21071 defines the term "urbanized area" for the purpose of CEQA to mean an incorporated city that has a population of at least 100,000 persons or has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. U.S. Department of Commerce Bureau of the Census (U.S. Census Bureau) data from 2021 indicates that the City has a population of 98,831 and the adjacent City of Oceanside has a population of 174,068 (U.S. Census Bureau 2021). The project site is within an urbanized area as defined by Public Resources Code 21071 and, therefore, is evaluated relative to applicable zoning and other regulations governing scenic quality.

The site is zoned for agricultural uses, which is not indicative of a zoning to protect scenic resources. According to the City of Vista Municipal Code (VMC), Chapter 18.10, a variety of uses in addition to raising crops could occur under this zoning, including packing or processing plants for crops, silos, accessory buildings (including workshops and barns), farm labor housing, and residential care/transition homes. The project involves the construction of 46 single-family residences. The project is designed to adhere to the General Plan land use and community design goal of sharing common development patterns among neighborhoods. The proposed residences are designed to complement the existing residential neighborhood to the south by mirroring similar architectural features such as materials and a neutral color palette. Moreover, the northern perimeter of the site would be sloped, supporting ornamental landscaping providing separation between the residences and the land uses to the north that are within the City's sphere-of-influence but outside of the City's jurisdictional boundaries. The project would require a zone change from A-1 to R-1-B, 3,600-sf lots (minimum size).

Currently the project site is a non-operational nursery that has structures that are in various states of disrepair. Visible remnants of the nursery include the hoop frames of former greenhouses, sheds, overgrown vegetation, stored equipment and vehicles, and boxed palm trees that were part of the former nursery's stock. The chain link fence that surrounds the site is also in a state of disrepair. Conversely, the site would transform the site to the residential land uses, providing 14,923 sf of open space that would be landscaped with groundcover, shrubs, and mature trees that would be maintained by the project's homeowner's association, contributing to improved visual quality of the site. The project's frontage along Camino Largo would include landscaping, retaining walls, and sidewalks set back from the roadway to accommodate pedestrian usage. Collectively, these project features are considered to be a visual improvement in relation to the existing conditions. Further, since the current agricultural zoning nor the proposed zoning are not intended to protect scenic resources, the project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

d. LESS THAN SIGNIFICANT IMPACT. There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear sky depending on the location of the light sources and its proximity to nearby light-sensitive areas.

The project site is located in an area that is developed with rural residential land uses including nurseries, residential uses, a church, museum, and county park. The existing light sources in the project area include building lights, streetlights, and security lights,

The project would introduce residential lighting that would be similar to the existing residential lighting in surrounding neighborhoods. Such lighting would include security or ambiance lighting as well as light casted from the interior of the homes. Additional new project-related light sources include street, entry way, common area lighting and light from traffic. Proposed lighting would be required to conform to the California Building Code (CBC), as well as the City's Development Code (VDC) Section 18.58.260

that regulates lighting. Such adherence would require that the project equip outdoor lighting used for architectural or decorative purposes with automatic timing devices, fully shield or direct the lights towards the ground, and use lights that only emit the minimum amount of light necessary. Additionally, the proposed lighting would be similar to the existing project area lighting and would not introduce new and unique sources of light that would be substantial in relation to the existing lighting characteristics of the project area. Therefore, although the project would introduce new sources of light, since the sources are of similar nature to the surrounding land uses and the project would adhere to the applicable regulations, the project would not create a new source of substantial light which would adversely affect views in the area. Light impacts would be less than significant.

Glare impacts can occur because of artificial light or sunlight reflecting off a surface. Glare can create discomfort or present safety concerns. As discussed in the Project Description in Chapter 2 of this IS/MND, the project is to be constructed with primarily stucco facades with wood and brick accents. Such architectural elements are not sources of glare. Glass would be limited to windows and doors, typical of residential construction and no other highly reflective surfaces would be provided. The extent and surface area of glass on the homes would not be at a scale to generate adverse glare effects. As such, the project would not create a new source of glare that would adversely affect views in the area. Glare impacts would be less than significant.

II. Agriculture and Forestry Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	☐	☐	☐	☒

AGRICULTURE AND FORESTRY RESOURCES DISCUSSION

a. NO IMPACT. According to the Farmland Mapping and Monitoring Program of the California Department of Conservation (California Department of Conservation [DOC] 2021), the project site is classified as Other Land (land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller

than forty acres) and does not contain Prime Farmland or Farmland of Statewide Importance. The project site formerly supported a nursery but while remnants of the nursery remain, the nursery is no longer operable. Implementation of the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b. Less than Significant IMPACT. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land for use as agricultural or related open space. As stated in item II.a, the project site is classified as Other Land where neither farmland nor agricultural resources are present. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. Additionally, it is not within an established agricultural preserve consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland, and there is no Williamson Act contract that directs land use at the site.

The project site is zoned for agricultural use (A-1); however, it is not currently being used for agricultural purposes. Furthermore, the A-1 zone allows for single-family residential development to occur on the site. The project's site ability to be used for agricultural land uses would be limited due to the existing surrounding development (residential neighborhoods, a church, museum, and county park) that are not compatible with agricultural production. In addition, as discussed further in Section XI, Land Use, as part of the City's General Plan Housing Element Update 2021-2029 the City has recognized the potential for the project site to accommodate residential land uses to help meet the City's housing targets (City 2021). Thus, while the project would conflict with the current agricultural zoning in terms of density being proposed, the City's intent is to allow for increased density through small lot subdivision at this location given similar residential neighborhoods to the south. Impacts are less than significant.

c. NO IMPACT. Public Resources Code Section 12220(g) defines "forest land" as land that can support ten percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within or adjacent to the project site. Timberland is land, other than land owned by the Federal government and designated by the California Department of Forestry and Fire (CAL FIRE) Board of Forestry as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site was a former nursery that sold palm trees that were grown aboveground and maintained in box stock containers. Thus, while the site was previously used to grow a crop of trees, the trees were grown aboveground in box containers, and palm trees are not used to produce lumber. Moreover, there is no land zoned as forest land or timberland that exists within the project site or within its vicinity. Therefore, the proposed project would not conflict with existing zoning for forest land or timberland, No impact would occur.

d. NO IMPACT. As stated in item II.c, there is no land zoned as forest land or timberland that exists within the project site or its vicinity. The site has not been historically and is not currently used or planned to be used for forest land. As such, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e. NO IMPACT. As stated in item II.a, the project site is in an area classified Other Land by the DOC. According to the General Plan EIR, since no substantial areas of agricultural use occur within the majority of the General Plan planning area, the conversion of farmland to nonagricultural use would not occur (City 2011). The project site is surrounded by a church and residential land uses within the

City's sphere-of-influence but not within the City limits to the north/northwest as well as residential neighborhoods to the south and east, and a museum and county park to the west, Thus, there are no agricultural or forest land uses and the project would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

III. Air Quality *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is summarized and based on the analysis and conclusions contained within the Camino Largo Residential Project Air Quality, Greenhouse Gas Emissions, and Energy Technical Report (AQ, GHG, and Energy Report) (HELIX 2021a) prepared for the proposed project. The report is included as Appendix A to this IS/MND.

AIR QUALITY DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for the attainment and maintenance of the ambient air quality standards (AAQS) in the San Diego Air Basin (SDAB). In addition, the SDAPCD relies on the State Implementation Plan (SIP), which is a series of comprehensive plans that describe how an area will attain the national ambient air quality standards (NAAQS), The SIP also includes the SDAPCD's plans and control measures for attaining the ozone NAAQS. The regional air quality plan for San Diego County is SDAPCD's 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (Attainment Plan).

The two principal criteria for conformance to the Attainment Plan are (1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards, and (2) whether the project would exceed the assumptions in the Attainment Plan.

The Attainment Plan relies on information from the California Air Resources Board (CARB) and SANDAG, including projected growth in the San Diego County, and mobile, area, and all other source emissions to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. CARB's mobile source emission projections and SANDAG's growth projections are based on population, employment and transportation trends, and land use plans developed by the local governments. Accordingly, projects that propose development that is consistent with the population and employment growth anticipated by these land use plans would be consistent with the Attainment Plan. If a project proposes

development that results in growth greater than that anticipated in the adopted land use plans and SANDAG's growth projections upon which the Attainment Plan is based, the project may conflict with the Attainment Plan and could have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the project would exceed the growth projections used in the Attainment Plan for the specific subregional area.

The project site is designated as RR and would require a General Plan Amendment to MD Residential to accommodate the 46 single-family residences. The City has recognized the potential for the project site to accommodate denser residential land uses as is demonstrated in the parcel-specific analysis of potential housing sites that the City prepared to identify underutilized sites designated for residential or mixed-use development to meet the Regional Housing Needs Allocation (RHNA) targets for the 2021-2029 planning period. This analysis, which is also included as Appendix B to the City's General Plan Housing Element Update, did not allocate a residential density to the site, but did identify the parcel as suitable for residential development (City 2021). Specifically, the RHNA for the 2021-2029 planning period assigned Vista a new housing need of 2,561 units.

By developing an underutilized site and helping the City meet its housing needs, the project would be consistent with the growth assumption used to develop the region's Attainment Plan. As such, residential growth in the City as a result of the project, and the related changes in regional emissions, are accounted for in the SIP, which is crafted to bring the San Diego Air Basin (SDAB) into attainment for all criteria pollutants. Additionally, as detailed in item III b., below, the project would not result in any construction or operational period emissions in exceedance of established thresholds. Therefore, the proposed project would not conflict with or obstruct implementation of the Attainment Plan. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The project would generate criteria pollutants in the short-term during construction and the long-term during operation. To determine whether a project would result in a cumulatively considerable net increase in criteria pollutant emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, the AQ, GHG, and Energy Report (HELIX 2021a) evaluate the project's anticipated emissions using the quantitative emission thresholds established by the SDAPCD.

Construction Emissions

The project's temporary construction emissions were estimated using CalEEMod. The results of the modeling of the project's construction emissions of criteria pollutants and ozone precursors are shown in Table AQ-1, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD thresholds. The complete CalEEMod output and a thorough discussion on methodology is provided in the AQ, GHG, and Energy Report (HELIX 2021a).

Table AQ-1
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Construction Phase	VOC*	NO_X*	CO*	SO_X*	PM_{10}*	$PM_{2.5}$*
Demolition	2.6	25.7	20.6	<0.1	2.3	1.3
Site Preparation	3.2	33.1	19.7	<0.1	19.8	11.4
Grading	1.9	20.9	15.3	<0.1	8.2	4.3
Paving	1.1	11.1	14.6	<0.1	0.6	0.5
Utilities	1.4	14.1	15.4	<0.1	0.7	0.7
Building Construction - 2022	1.7	15.6	16.4	<0.1	0.8	0.8
Building Construction - 2023	1.6	14.4	16.2	<0.1	0.7	0.7
Architectural Coatings - 2023	0.2	1.3	1.8	<0.1	0.1	0.1
Maximum Daily Emissions[1]	**6.4**	**94.7**	**46.2**	**0.2**	**33.2**	**17.4**
SDAPCD Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Exceed Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod; USEPA AP-42 (output data is provided in Appendices A and B)

[1] CalEEMod automatically calculates the maximum daily emissions based on overlapping phases for each year. For this project, the maximum daily emissions would occur in 2022 during the demolition, site preparation, and some grading activities overlap.

* Pollutant Emissions (pounds per day)

VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SDAPCD = San Diego County Air Pollution Control District

As shown in Table AQ-1, the project's temporary construction-related criteria pollutant and precursor emissions would be below the SDAPCD's significance thresholds. Therefore, the project's construction activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

Operational Emissions

The project's long-term maximum daily and annual operational emissions were also estimated using CalEEMod. The results of the modeling of the project's operational emissions of criteria pollutants and precursors are shown in Table AQ-2, *Operational Emissions*. The data are presented as the maximum anticipated daily emissions and annual emissions for comparison with the SDAPCD thresholds. The complete CalEEMod output and a thorough discussion on methodology is provided in the AQ, GHG, and Energy Report (HELIX 2021a).

Table AQ-2
OPERATIONAL EMISSIONS

Source	VOC*	NO_X*	CO*	SO_X*	PM_{10}*	$PM_{2.5}$*
Daily Emissions (pounds per day)[2]						
Area	1.9	<0.1	3.8	<0.1	<0.1	<0.1
Energy	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile	1.5	1.8	15.1	<0.1	3.6	1.0
Total Project Emissions[1]	**3.4**	**2.2**	**19.0**	**<0.1**	**3.7**	**1.0**
SDAPCD Daily Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Exceed Daily Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Annual Emissions (tons per year)						
Area	0.3	<0.1	0.3	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.3	0.3	2.7	<0.1	0.2	0.2
Total Project Emissions[1]	0.6	0.4	3.1	<0.1	0.2	0.2
SDAPCD Annual Thresholds	*15*	*40*	*100*	*40*	*15*	*10*
Exceed Annual Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix A)
1 Totals may not sum due to rounding.
2 Winter emissions are very slightly higher for most substances.
VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides;
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter;
SDAPCD = San Diego County Air Pollution Control District

As shown in Table AQ-2 the project's long-term emissions of criteria pollutants and precursors would not exceed the SDAPCD daily or annual screening thresholds. Therefore, the project's operational activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. Impacts to sensitive receptors are typically analyzed for operational period carbon monoxide (CO) hotspots and exposure to toxic air contaminants (TACs). An analysis of the project's potential to expose sensitive receptors to these pollutants is provided below.

Construction Diesel Particulate Matter Emissions

Implementation of the project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC diesel particulate matter (DPM). Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed number of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual

residents based on guidance from Office of Environmental Health Hazard Assessment [OEHHA]) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime. Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations. Impacts would be less than significant.

Construction Asbestos and Lead Based Paint Emissions

Asbestos dust and lead are known carcinogens classified as TACs by CARB. Both may be found in buildings constructed prior to 1979 when lead was used in some paint and asbestos was used as a component of some building materials such as walls, ceilings, insulation, or fireproofing. Demolition of existing structures erected prior to 1979 could result in the disturbance of asbestos and lead building materials resulting in emissions.

Airborne asbestos is regulated in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) asbestos regulations. Federal and state regulations prohibit emissions of asbestos from demolition or construction activities. Following identification of friable asbestos, federal and state Occupational and Safety Health Administration (OSHA) regulations require that asbestos trained, and certified abatement personnel perform asbestos abatement and that all asbestos-containing materials removed from on-site structures be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. In accordance with the SDAPCD Rule 1206, Asbestos Removal, Renovation, and Demolition, prior to commencement of demolition operations and prior to submitting the notifications required by Section (e) of Rule 1206, a facility survey shall be performed to determine the presence or absence of asbestos containing materials, regardless of the age of the facility (SDAPCD 2017). USEPA's Lead Renovation, Repair and Painting Rule (RRP Rule) requires that firms performing renovation, repair, and painting projects that disturb lead-based paint in structures built before 1978 have their firm certified by USEPA (or an authorized state), use certified renovators who are trained by USEPA-approved training providers, and follow lead-safe work practices. These regulations specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers or lead dust and require notice to federal and/or local government agencies prior to beginning demolition or renovation that could disturb asbestos containing materials. Therefore, compliance with established regulations would ensure that potential impacts associated with asbestos containing materials and lead-based paint during project demolition activities, Impacts would be less than significant.

Localized Carbon Monoxide Hotspots

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. Project-generated traffic has the potential of contributing to localized "hot spots" of CO off site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections, where the level of service (LOS) is severely degraded.

The CARB also recommends evaluation of the potential for the formation of locally high concentrations of CO, known as CO hot spots. A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. To verify that the project would not cause or contribute to a violation of the 1-hour and 8-hour CO standards, an evaluation of the potential for CO hot spots at nearby intersections was conducted.

The project's Local Transportation Study (Linscott, Law, and Greenspan, Engineers [LLG] 2021) evaluated whether there would be a change in the LOS at the intersections affected by the proposed project. The potential for CO hot spots was evaluated based on the results of the transportation study. The Transportation Project-Level Carbon Monoxide Protocol (CO Protocol; California Department of Transportation [Caltrans] 1998) was followed to determine whether a CO hot spot is likely to form due to project-generated traffic. In accordance with the CO Protocol, CO hot spots are typically evaluated when: (a) the LOS of an intersection decreases to an LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, schools, hospitals, etc., are located in the vicinity of the affected intersection or roadway segment.

According to the transportation study, three intersections would operate at LOS E or F in the horizon year and experience an increase in delay from the project:

- N Santa Fe Ave & Osborne Street – LOS E (AM)
- N Santa Fe Ave & Taylor Street – LOS E (AM)
- N Santa Fe Ave & Bobier Drive – LOS E/F (AM/PM)

Therefore, consistent with the CO Protocol, these findings indicate that further screening is required. Although the SDAPCD does not, various air quality agencies in California have developed conservative screening methods. The screening methods of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are used for this project because ambient CO concentrations within the SMAQMD jurisdiction are higher than for the project area, as measured by CARB, resulting in a more conservative analysis. The SMAQMD guidance states that a project will not result in a significant impact to local CO concentrations if it meets all of the below criteria:

- The affected intersection carries less than 31,600 vehicles per hour;
- The project does not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location where horizontal or vertical mixing of air would be substantially limited; and
- The affected intersection, which includes a mix of vehicle types, is not anticipated to be substantially different from the County average, as identified by EMFAC or CalEEMod models (SMAQMD 2009).

The highest traffic volume at the affected intersections is estimated to be 4,510 vehicles at the intersection of North Santa Fe Avenue and East Bobier Drive during the AM peak hour (LLG 2021). The intersection is not located in a tunnel, urban canyon, or similar area that would limit the mixing of air, nor is the vehicle mix anticipated to be substantially different than the County average. There would be no potential for a CO hotspot or exceedance of State or federal CO ambient air quality standard because the maximum traffic volume would be substantially less than the 31,600 vehicles per hour screening level; because the congested intersection is located where mixing of air would not be limited; and because the vehicle mix would not be uncommon. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The State of California Health and Safety Code Sections 41700 and 41705, and SDAPCD Rule 51, prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations (SCAQMD 1993). The project, consisting of a residential development, would not include any of these uses nor are there any of these land uses in the project vicinity.

Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds (VOCs) from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, such odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Long-term operation of the project would not be a substantial source of objectionable odors. Therefore, the project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

IV. Biological Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The discussion below is summarized and based on the analysis and conclusions contained within the *Biological Resources Due Diligence Assessment of the Camino Largo Property* (HELIX 2021b) which was conducted for the project site. In addition, HELIX biologists conducted a vegetation survey at the site in January 2022. The report is included as Appendix B to this IS/MND.

BIOLOGICAL RESOURCES DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. Vegetation on the project site is limited to ornamental vegetation, including Eucalyptus, Mexican fan palm, Canary Island date palm, and Peruvian pepper tree as well as non-native species and non-native grass, which is mowed on an annual basis. During the due diligence for the project site and the vegetation surveying conducted in January 2022, no sensitive plant or any animal species were observed.

The project site contains trees and shrubs that could support nesting sites for bird species protected under the Migratory Bird Treaty Act (MBTA). Impacts to nesting birds could occur if vegetation clearing were to take place during the avian breeding season (generally February 1 to August 31). Mitigation Measure BR-1 reduces potential impacts to nesting birds to less than significant.

There is the potential for the project to have temporary indirect impacts to special-status wildlife from adverse "edge effects" on sensitive habitat within the adjacent parcel to the south. Edge effects typically include dust, construction-related soil erosion and runoff, lighting, and construction-related noise. Dust control, erosion control, and water quality protection measures are addressed in Section Chapter 2, Hydrology and Water Quality of this IS/MND and would be part of the conditions of approval. Potential impacts from lighting would not be significant, as addressed in the Aesthetics section of this IS/MND. However, construction-related noise could be significant within approximately 500 feet of a raptor nest or within 300 feet of a nesting bird. However, with the implementation of Mitigation Measure BR-1, this impact would be reduced to less than significant levels.

Mitigation Measure

BR-1 If avoidance of construction activities during the avian breeding season (typically February 1 through August 31, but as early as January 1 for some raptors as determined by a Qualified Biological Monitor) is not feasible, the Applicant and/or Owner shall hire a Qualified Biological Monitor with experience in conducting breeding bird surveys to conduct weekly on-site bird surveys beginning 30 days prior to initiation of any construction activities (including, but not limited to, staging, grubbing and clearing). The weekly bird surveys shall be conducted to detect the nests of protected native birds and raptors occurring in suitable nesting habitat that could be disturbed during construction activities, and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (and/or within 500 feet for raptors). The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of construction activities. The Qualified Biological Monitor shall provide the City Planner with a summary report of the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.

If an active nest is located, construction activities within 300 feet of the bird nest (or within 500 feet for raptor nests) or otherwise as determined by the Qualified Biological Monitor, must be postponed until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing shall be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the construction activities and the nest. All contractors working on-site shall be instructed by the Qualified Biologist on the sensitivity of the area. The Qualified Biological Monitor shall immediately notify the City Planner if project activities damage active avian nests.

If the Qualified Biological Monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she shall submit a written explanation to support this determination (e.g., species-specific information; ambient conditions and birds' habituation to them; etc.) to the City Planner, and upon request to the California Department of Fish and Wildlife. Based on the submitted information, the City Planner, in consultation with the Qualified Biological Monitor, will determine whether to allow the narrower buffer.

b. LESS THAN SIGNIFICANT. Sensitive vegetation communities are considered either rare within the region or sensitive by California Department of Fish and Wildlife (CDFW); are listed as sensitive under a regional planning program; or support sensitive plants or animals. They are considered sensitive because they have been depleted, are naturally uncommon, or support sensitive plants or animals. As discussed in item IV a, vegetation on the project site is limited to ornamental vegetation, including Eucalyptus, Mexican fan palm, Canary Island date palm, and Peruvian pepper tree. A vegetation survey conducted by HELIX biologists in January 2022 confirmed that there is no special status plant species or sensitive habitat on the project site. Thus, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts are less than significant.

c. NO IMPACT. The project site does not support any riparian habitat or wetlands identified by federal, state, regional, or local agencies, policies, or regulations. Implementation of the proposed project would not result in direct or indirect significant impacts to any riparian habitat or state or federally protected wetlands. No impact would occur.

d. NO IMPACT. Wildlife corridors are areas that allow wildlife room to roam for access to food, territory, and mating. A broad range of habitat is necessary for the dispersal of plants and animals to ensure the viability of such corridors. The project site is a former nursery and is surrounded by a variety of developed uses, such as a church to the north/northwest and a residential neighborhood to the south. North Santa Fe Avenue, along the project's western boundary is a two-lane road with a posted speed limit of 45 miles per hour, which would act as a barrier for a successful wildlife corridor. Native resident or migratory wildlife corridors do not exist on the project site, and the property does not contain any biological resources that are protected by local policies. No impact would occur

e. NO IMPACT. The project site does not support any riparian habitat or other natural communities, and does not support any wetlands identified by federal, state, regional, or local agencies, plans, policies, or regulations. The project site also is not located within any known or reported local or regional wildlife corridors, and it does not contain any biological resources that are protected by city or county policies, or approved local, regional, or state habitat conservation plans (such as the North County MHCP. No impact would occur.

f. NO IMPACT. The California Natural Communities Conservation Planning (NCCP) Act of 1991 (Section 2835) allows the CDFW to authorize take of species covered by plans in agreement with NCCP guidelines. A Natural Communities Conservation Program initiated by the State of California focuses

on conserving coastal sage scrub, and in concert with the USFWS and the federal ESA, is intended to avoid the need for future federal and state listing of coastal sage scrub dependent species.

The MHCP is a comprehensive, multiple jurisdictional planning program designed to develop an ecosystem preserve in northwestern San Diego County. Implementation of the regional preserve system is intended to protect viable populations of key sensitive plant and animal species and their habitats, while accommodating continued economic development and quality of life for residents of the north county region.

The MHCP Subregional Plan was adopted and certified by the SANDAG Board of Directors on March 28, 2003 and encompasses the following seven cities within its planning boundary: Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. With the exception of Solana Beach, each of these cities is required to develop a subarea plan in order to obtain take authorization provided by the MHCP. The combination of the subregional MHCP plan and city subarea plans will serve as a multiple species Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (ESA), as well as an NCCP under the NCCP Act and the California ESA. The participating jurisdictions will submit these plans to the USFWS and CDFW in support of applications for permits and authorizations to incidentally "take" listed threatened or endangered species or other species of concern. "Take authorizations" thus issued by the wildlife agencies allow for otherwise lawful actions such as development that may incidentally take or harm individuals of a species or its habitat (generally outside of the preserve system) in exchange for conserving the species inside the preserve system. A jurisdiction that is issued a take authorization, referred to as a "take authorization holder," may share the benefits of that authorization by using it to permit public or private projects that comply with the MHCP and the City's subarea plan. The conservation and management responsibilities, assurances of implementation, and corresponding authorizations for all parties will be contained in an implementing agreement between each take authorization holder (City) and the wildlife agencies.

The project site is not within the planning area boundary of the MHCP and is not adjacent to any focused planning areas of the MHCP. Furthermore, the City does not have a Subarea Plan although the guidance contained within the MHCP is used as a basis for assessing projects within a regional context. No impact would occur.

V. Cultural Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The discussion below is summarized and based on the findings contained within the Addendum to the Cultural Resources Survey and Assessment (Addendum) (HELIX 2021c) prepared for the proposed project and the Cultural Resources Survey and Assessment, Camino Largo Project prepared by HELIX

(HELIX 2015). The Addendum to the Cultural Resources Survey and Assessment is included as Appendix C of this IS/MND.

CULTURAL RESOURCES DISCUSSION

a. NO IMPACT. In October 2021, HELIX conducted an updated records search at the South Coastal Information Center (SCIC) for the project site and a one-mile radius surrounding the project site. In addition, HELIX staff and a Native American monitor performed a site survey in October 2021. These efforts were conducted to determine if the conditions as they related to cultural resources had changed since the preparation of the 2015 Cultural Resources Survey and Assessment.

As noted in the previous report and confirmed by the work performed to complete the Addendum, a single historic resource was identified (consisting of historic house foundations, a reservoir, and construction debris); however, the historic structural remains are not associated with historic persons or events, do not date to the pioneering phase of City's development, and are in a state of deterioration such that they lack integrity. No other historical resources were identified; thus, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. No impact would occur.

b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As part of the 2015 Cultural Resources Survey and Assessment, the record search identified one archeological resource (the prehistoric component of the historical resources discussed in item V a.). It was determined that the prehistoric resource contains little cultural material and has very limited research potential. As such, the site does not meet the criteria for nomination to the California Register and is not a significant resource.

Additionally, during the 2015 site survey, two manos and four pieces of debitage were recovered and a testing program consisting of shovel test pit (STP) excavations was undertaken. No further cultural materials, other than historic and modern debris was uncovered as a result of the STP excavations.

The 2021 records search yielded no additional resources, other than those that were recorded as a result of the 2015 field survey. However, the 2021 field survey identified two new isolated cultural items in the northern/central portion of the project; these included a quartz flake and a large *Ostrea* Shell. These items were recorded on a Department of Parks and Recreation (DPR) site form.

Thus, given these results, there is the potential for unknown subsurface archaeological resources to be encountered during ground-disturbing activities, which may result in significant impacts. With implementation of Mitigation Measures CR-1 to CR-6 below, these impacts would be reduced to less than significant levels.

MITIGATION MEASURES

CR-1 Isolated cultural items shall be returned to the site at a location determined prior to issuance of grading permit and further identified on the final grading plans as an environmentally sensitive area to be deed restricted in perpetuity, mutually agreed upon location (agreed upon by the Tribes and the Applicant/Owner).

CR-2 Cultural resource mitigation monitoring shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the presence of a Qualified Archaeologist and a Native American Monitor for, but not limited to, any tree removal, demolition and/or removal of remnant foundations, pavements, abandonment and/or installation of infrastructure; grading or any other ground disturbing or

altering activities, including the placement of imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and related off-site road improvements or utility installations in Camino Largo or North Santa Fe Avenue, private driveways and/or streets. Other tasks of the monitoring program shall include the following:

- The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc.

- The Qualified Archaeologist and Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.

- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Native American monitor during all ground disturbing or altering activities, as identified above.

- The Qualified Archaeologist and/or Luiseño Native American monitor may halt ground disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the Qualified Archaeologist and the Native American monitor. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources.

- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the Native American monitor shall be notified and consulted in drafting and finalizing any such recovery plan.

CR-3 Prior to the issuance of a Grading Permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Archaeologist and a Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.

CR-4 Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, a Research Design, Data Recovery Program, etc.) shall be submitted by the Qualified Archaeologist, along with the Native American monitor's notes and comments, to the City's Director of Community Development for approval.

CR-5 The landowner shall relinquish ownership of all cultural resources collected during the cultural resource mitigation monitoring conducted during ground disturbing activities, and from any previous archaeological studies or excavations on the project site to for respectful and dignified treatment and disposition in accordance with the consulting Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods

will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98.

CR-6 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 Coroner's office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the Qualified Archaeologist and/or the Native American monitor) shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by the Qualified Archaeologist and/or the Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would decide as to the Most Likely Descendent. If Native American remains are discovered, the remains shall be kept *in situ* ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor.

c. Less than Significant with Mitigation Incorporated. The project site does not lie near any dedicated cemeteries. Although disturbance of human remains is unlikely, it is possible that construction activity could unearth previously unknown vestiges. This would be considered a potentially significant impact. However, implementation of Mitigation Measure CR-6 (above) would ensure that human remains were treated with dignity and as specified by law and would reduce impacts to less than significant levels.

VI. Energy *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The discussion below is summarized and based on the analysis and conclusions contained within the Camino Largo Residential Project AQ, GHG, and Energy Report (HELIX 2021a) prepared for the proposed project. The report is included as Appendix A to this IS/MND.

Energy Discussion

a. Less Than Significant Impact. Energy consumed for project construction would primarily consist of fuels in the form of diesel and gasoline. Fuel consumption would result from: the use of on-road trucks for the transportation of construction materials and water; and from the use of off-road construction equipment. The estimated fuel and total energy consumed during project construction are shown in

Table EN-1, *Construction Energy Use*. The full construction energy consumption calculation sheets are included in the AQ, GHG, and Energy Report (HELIX 2021a) in Appendix A of this IS/MND.

Table EN-1
CONSTRUCTION ENERGY USE

Source	Gallons Diesel	Gallons Gasoline	MMBtu
Off-Road Construction Equipment	19,083	-	2,652
On-Road Construction Traffic	17,714	3,581	2,906
TOTAL[1]	**36,798**	**3,581**	**5,559**

Source: CalEEMod; OFFROAD2017; EMFAC2017
[1] Totals may not sum due to rounding.
MMBtu = million British thermal units

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The petroleum consumed during project construction would be typical of similar residential projects and would not require the use of new petroleum resources beyond those typically consumed in California annually for construction activities. Based on these considerations, construction of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the impact would be less than significant.

During long-term operation of the project, energy would be consumed in the form of diesel and gasoline used by vehicles traveling to and from the project site; natural gas for heating and hot water; electricity required to source and treat water used by the project; and electricity used directly by the project. The 2019 Title 24 Building Energy Efficiency Standards would require the project to provide a minimum of 115 kilowatts (kW) of on-site photovoltaic generation capacity producing approximately 202,245 kW/hour (kWhr) of electricity per year. The project's net electricity use calculation accounts for the on-site solar generation requirement. The project's operational energy use in gallons of fuel, electricity, and equivalent million British thermal unit (MMBtu) is shown in Table EN-2, *Operational Energy Use*. The energy calculation sheets are included in the AQ, GHG, and Energy Report (HELIX 2021a).

Table EN-2
OPERATIONAL ENERGY USE

Source	Diesel (gallons)	Gasoline (gallons)	Electricity (kWh)	Energy (MMBtu)
Mobile	4,184	108,230	-	14,002
Natural Gas	-	-	-	1,301
Water/Wastewater	-	-	57,900	198
Net Direct Electricity Use	-	-	169,061	576
TOTAL[1]	**4,184**	**108,230**	**226,961**	**16,078**

Source: CalEEMod; OFFROAD2017; EMFAC2017
[1] Totals may not sum due to rounding.
kWh = kilowatt hours; MMBtu = million British thermal units

As shown in Table EN-2, the project would result in an increase in annual energy consumption of approximately 16,078 MMBtu. While the project would increase the consumption of energy related to electricity, natural gas, water, and wastewater, because the project would be consistent with the growth projections the increase would be consistent with the energy projections for the state and the region since the project is consistent with the General Plan growth projections. Therefore, operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resource. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The 2019 Title 24 Building Energy Efficiency Standards include provisions applicable to all buildings, which are mandatory requirements for efficiency and design. The project would be consistent with the requirements of Title 24 through implementation of energy-reduction measures, such as energy efficient lighting and appliances, water efficient appliances and plumbing fixture, water efficient landscaping and irrigation, and the onsite generation of renewable solar energy, as described above. Therefore, the project would not conflict with or obstruct with a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

VII. Geology and Soils *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
2. Strong seismic ground shaking?	☐	☐	☒	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion, or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

The discussion below is based on the Geotechnical Due Diligence Review prepared for the project by Geocon (2021), included as Appendix D of this IS/MND. The Geotechnical Due Diligence included a review of previous geotechnical investigations conducted at the site for a prior project to confirm past data and/or update as appropriate based upon the specifications of the proposed Camino Largo Residential Project. The previous geotechnical investigations, which are herein incorporated by reference include:

- Lot Study for Camino Largo, California West, prepared by bHA, Inc., dated April 9, 2021.

- Geotechnical Update Report, Proposed 8-Lot Subdivision, Tentative Subdivision Map PC No. 6-056/2-112, Camino Largo, Vista, California, prepared by Vinje & Middleton Engineering, Inc., dated July 9, 2012 (Job #12-183-P)

- Geotechnical Update Report and Grading Plan Review, Proposed 8-Lot Subdivision North Santa Fe Avenue, Vista, California (APN 159-240-07), prepared by Vinje & Middleton Engineering, Inc., dated April 18, 2008 (Job #08-197-P)

- *Preliminary Geotechnical Investigation, Undeveloped Hillside Terrain, 2123 North Santa Fe Avenue, Vista California,* prepared by Vinje & Middleton Engineering, Inc., dated July 29, 1997 (Job 97-190-P)

Geocon determined that the geotechnical reports are adequate for use for the proposed project. However, the previous reports were prepared using the 2010 CBC and should be updated for seismic design using the 2019 CBC. In addition to the recommendations in the previously prepared reports referenced above, the Geotechnical Due Diligence also contains several recommendations that are designed to meet the criteria set forth in the CBC, which is adopted as Chapter 6, Article 1 of the VMC). Accordingly, these recommendations as well as those in the previous reports are required by the CBC and are incorporated as project design features that would be included as conditions of approval.

GEOLOGY AND SOILS DISCUSSION

a1. NO IMPACT. Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act (Act), which was passed in 1972, the California State Geologist identifies areas in the State that are at risk from surface fault rupture. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act also requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps that identify these zones.

According to the Geotechnical Due Diligence, there are no known active faults crossing the project site, and the site is not within an Alquist-Priolo Fault Zone (Geocon 2021). Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. No Impacts would occur.

a2. LESS THAN SIGNIFICANT IMPACT. There are no known active faults that cross the project site, but there are several active faults that run throughout San Diego County. The nearest known active faults are the Rose Canyon fault, part of the Newport-Inglewood-Rose Canyon Fault zone, approximately 10 miles west of the site and segments of the Elsinore Fault zone approximately 17 miles northeast of the site (Geocon 2021). Like most of southern California, the project site is within a seismically active area, and can therefore be subject to strong seismic ground motion. The project would comply with the seismic design parameters outlined in the CBC, which provides requirements for earthquake safety based on factors such as occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would include the incorporation of: (1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; (2) proper building footings and foundations; and (3) construction of the building structure so that it would withstand the effects

of strong ground shaking. In addition, the City's Building Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the residences during construction, which would ensure that all required CBC seismic safety measures are incorporated into all of the homes. Compliance with the CBC and the Building Department's review process, permit application, and inspection would reduce impacts related to strong seismic ground shaking. Impacts are less than significant.

a3. NO IMPACT. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, causing the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. According to the City of Vista General Plan 2030 EIR, most of the City is situated on bedrock with a thin veneer of soil/sediment where there is little to no potential for liquefaction (City 2011). In addition, the following five conditions should be concurrently present for liquefaction to occur: (1) sediments must be relatively young in age and not have developed a large amount of cementation; (2) sediments must generally consist of medium- to fine-grained, relatively cohesionless sands; (3) the sediments must have low relative density; (4) free groundwater must be present in the sediment; and (5) the site must experience a seismic event of a sufficient duration and magnitude, to induce straining of soil particles. According to the City of Vista General Plan 2030 Figure PSFS-4 Soil Types and Locations, the project site has soils of the Vista Fallbrook Cieneba series, which are excessively to well drained soils (Natural Resource Conservation Service [NRCS] 2020). Additionally, the Geotechnical Due Diligence concluded that the potential for liquefaction at the site is negligible due to the lack of permanent near surface groundwater and dense nature of underlying granitic rock. The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. No impact would occur.

a4. NO IMPACT. Figure PSFS-3, Slope Analysis, of the City of Vista General Plan 2030 indicates that the majority of the project site does not have a slope exceeding 15 percent, minimizing the potential for landslides (City 2011). As such, the site is considered to have low susceptibility to landslide. Specifically, the site is moderately sloping away from a north central high point. Elevations on the site range from a high of 361 feet amsl in the north central portion to 308 feet amsl at the southeastern portion and 295 feet amsl at the southwestern site boundary. According to the prior geotechnical investigations that examined the project site that were reviewed as part of the Geotechnical Due Diligence, there is no evidence of past landslides or conditions that would enable landslides onsite. No impact would occur.

b. LESS THAN SIGNIFICANT IMPACT. The project would include the conversion of 9.3 acres of primarily vacant land that formerly supported a nursery to residential land uses. Construction of the proposed project would involve a variety of heavy equipment associated with intensive earthwork, structural, and paving phases. Soil exposed by construction activities, such as excavation, could be subject to erosion if exposed to heavy rain, winds, or other storm events. The project applicant would be required to submit a Notice of Intent to the SDRWQCB for the preparation a SWPPP. Generally, a SWPPP demonstrates how water quality during and post construction would be maintained in accordance with mandated objectives. Often this is achieved by employing BMPs (see Section X, Hydrology and Water Quality). Many BMPs designed to protect water quality also serve to reduce soil erosion and loss of topsoil.

Specific BMPs may include the following:

- Preservation of existing vegetation within staging/parking areas where feasible.
- Covering stockpiled, excavated, and/or fill materials to reduce potential off-site sediment transport.
- Use of erosion control devices, such as straw wattles, mulch, mats, and/or geotextiles.
- Use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted covers for sediment transport vehicles.
- Compliance with local dust control measures.
- Daily backfill, compaction, and/or covering of excavated pipeline trenches to minimize erosion potential.
- Paving of disturbed roadway areas as soon as feasible after completion of trenching.
- Regular inspection and maintenance of all erosion control and sediment catchment facilities to ensure proper function and effectiveness.

Further, required adherence to the City's Grading and Erosion Control Ordinance (VMC Chapter 17.56) ensures that certain measures or conditions, such as those that prevent erosion and siltation are included prior to the issuance of a grading permit.

Once operational, as shown in Figure 3, Site Plan, the project site would transition from primarily vacant or undeveloped land to impermeable surfaces and landscaped areas, eliminating large areas of exposed soils that may be subject to erosion and sedimentation.

With implementation of required standard erosion control measures and storm water construction BMPs, construction-related erosion and sedimentation impacts would be less than significant. Additionally, once constructed, the project site would not include expansive areas of exposed soils that would contribute to erosion and sedimentation. Impacts would be less than significant.

c. NO IMPACT. As discussed in items IX a3 and IX a4 above, the project site would not be subject to risks associated with liquefaction and landslides (Geocon 2021). Lateral spreading refers to landslides that occur on gentle slopes. As shown on Figure PSFS-3, Slope Analysis of the City of Vista General Plan 2030, the project site is located in an area that primarily has slopes that range from 0 to 15 percent (City 2011). According to the previous geotechnical investigations, due to the project soils and underlying geologic formations coupled with the depth to groundwater, the project site is not located on an unstable geologic unit or at risk to experience lateral spreading, subsidence, liquefaction, or collapse. No impact would occur.

d. LESS THAN SIGNIFICANT IMPACT. The Geotechnical Due Diligent identified that the on-site soils have a very low to low expansion potential and negligible corrosive potential and the risk of expansive soil affecting the proposed development is considered low due to the anticipated "very low" to "very low" expansion potential of the soils generated from excavations of onsite soils. The risk of corrosive soils

affecting the proposed development due to water-soluble sulfate is considered very low. Impacts would be less than significant.

e. NO IMPACT. The proposed project would connect to the existing municipal wastewater system through local connections and does not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

f. NO IMPACT. The probability of discovering paleontological resources depends on the geologic formation being excavated, and the depth and volume of the excavation. Sedimentary rocks, such as those found in coastal areas, usually contain fossils. Granite rocks, such as those found in inland areas, generally will not contain fossils. According to the previous geotechnical investigations the project site is underlain by crystalline bedrock. The uncovered bedrock materials were typically dark-colored gabbroic rocks that were found in massive and weathered to deeply weathered conditions. The bedrock is mantled by a thin layer of topsoil (ranging from one to four feet) that thickens to alluvium (ranging from three to eight feet) in the lower east and west portions of the property. The on-site topsoil/alluvial deposits included plastic expansive clayey soils. Granitic rock such as Tonalite has a low sensitivity rate for paleontological resources. As a result, the project would not directly or indirectly effect paleontological resources. No impact would occur.

VIII. Greenhouse Gas Emissions *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is summarized and based on the analysis and conclusions contained within the AQ, GHG, and Energy Report (HELIX 2021a) prepared for the proposed project. The report is included as Appendix A to this IS/MND.

GREENHOUSE GAS EMISSIONS DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere. The GHGs defined under California's Assembly Bill 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHG emissions to disperse around the globe. Because GHG emissions vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO_2. For example, because methane and N_2O are approximately 25 and 298 times more powerful than CO_2, respectively, in their ability to trap heat in the atmosphere, they

have GWPs of 25 and 298, respectively (CO_2 has a GWP of 1). Carbon dioxide equivalent (CO_2e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO_2e. The AQ, GHG, and Energy Report used CalEEMod for this analysis, which uses GWP ratios to calculate project-related CO_2e emissions (HELIX 2021a).

The City has developed an interim threshold to meet the statewide GHG emissions reduction target of 40 percent below 1990 levels by 2020 and be on track to meet the 80 percent below 1990 levels by 2050 target in accordance with Senate Bill (SB)32 and EO S-3-05. However, the City has not adopted guidance or revised thresholds to account for GHG reduction target beyond 2020. Therefore, this analysis compares the project's emissions to a reduced threshold corresponding to the SB 32 reduction target of emissions 40 percent below 1990 levels by 2030. Accordingly, a threshold reduced by 4.98 percent for each year between 2020 and 2030 would meet the mandates of SB 32. The first full year of operation for the project is anticipated to be 2024. Therefore, a threshold 18.5 percent (4.98 to the power of 4) below the City threshold of 1,185 MT CO_2e per service population per year, or 966 MT, is used in this analysis.

The project would generate GHG emissions during construction and operation of the project. According to the AQ, GHG, and Energy Report (HELIX 2021a), construction of the project would generate a total of total of 699.8 MT of CO_2e. Amortized (averaged) over the anticipated 30-year lifespan of the project, project construction GHG emissions would be 23.3 MT of CO_2e per year. The anticipated operational GHG emissions of the project, in addition to the amortized construction emissions, are shown in Table GE-1, *Operational Greenhouse Gas Emissions*. The data are presented as the maximum anticipated operational GHG emissions for the first full year of operation (2024) and compared to the City threshold (adjusted for the year 2024).

Table GE-1
OPERATIONAL GREENHOUSE GAS EMISSIONS

Source	Emissions (MT CO_2e/year)
Area	0.6
Energy	111.4
Vehicular (Mobile)	565.3
Solid Waste	34.0
Water and Wastewater	15.1
Total Annual Emissions[1]	**726.4**
Amortized Construction Emissions	*23.3*
Total Amortized Construction + Operational Emissions	*749.7*
2024 Adjusted Threshold	*966.0*
Exceed Threshold?	***No***

Source: CalEEMod, output data is provided in Appendix A
[1] Totals may not sum due to rounding.
MT = metric ton; CO_2e = carbon dioxide equivalent

As shown in Table GE-1, the project's GHG emissions would be approximately 749.7 MT CO_2e per year, which is below the 2024 adjusted City threshold of 966 MT CO_2e per year. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment, and the impact would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. As discussed in item VIII.a above, the project's GHG emissions would not exceed the City's threshold (adjusted for the year 2024) during construction and operation of the project. By achieving the City's threshold, the project would not conflict with the goals of the City's

Climate Action Plan (CAP) and may be seen to exceed its fair share in achieving the state's reduction target. Additionally, the project would be consistent with CAP measure E-1, Energy Efficient Building Standards, by being constructed in accordance with the energy-efficiency standards, water reduction goals, and other "green" standards contained in the 2019 Title 24 Part 6 and Part 11 (CALGreen) Building Standards, including the requirement for onsite solar electricity generation. Furthermore, through compliance with AB 341 and Chapter 13.17 of the City's Municipal Code, the project would be consistent with CAP measures S-1, Expanded Recycling, and S-2, Construction and Demolition Debris Diversion. As such, the project would be consistent with local plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the project would not conflict with applicable plans, policies, and regulations related to GHG emission reductions, and the impact would be less than significant.

IX. Hazards and Hazardous Materials *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Geocon prepared a Phase I and II Environmental Site Assessment Report (ESA) for the proposed project in May 2021. As appropriate, the ESA is summarized below, and the ESA is included in its as Appendix E of this IS/MND.

HAZARDOUS MATERIALS DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, adhesives, and solvents) would be present. The use of these materials could potentially result in significant impacts through accidental discharge associated with use and storage of hazardous materials. The transport, use, and disposal of hazardous materials and/or wastes would be conducted in accordance with applicable federal and state laws. In addition, implementation of the proposed project would require conformance with the NPDES Construction General Permit, as described in Section VI, *Geology and Soils*. Specifically, this would entail implementation of a SWPPP to address the use of hazardous materials and the potential discharge of contaminants including construction-related hazardous wastes through the installation of appropriate BMPs. While specific BMPs would be determined during the SWPPP process, the suite of BMPs would include standard industry measures and guidelines contained in the NPDES Construction Permit text and Stormwater Best Management Practices Construction Handbook (California Stormwater Quality Association [CASQA] 2019). Based on implementation of appropriate BMPs, hazardous material impacts related to construction activities would be less than significant.

Operation of the proposed facilities would include the storage and use of household hazardous materials and wastes. Typical household hazardous materials associated with the residential land uses could include cleaning products, paints, solvents, adhesives, other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals, mercury thermometers, sharp or used needles, and electronic wastes from household and car batteries. No special permits would be required for such limited use or disposal of common agents and products. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. As stated by the American Society for Testing Materials International (ASTM) Standard Practice for ESAs, the purpose of the ESA is to identify recognized environmental conditions (RECs), which are defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." There are three categories of RECs: existing RECs (as defined above), Historical RECs (HRECs), or Controlled RECs (CRECs). An HREC is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting

unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls." An HREC is an environmental condition that was recognized in the past but may or may not still be recognized as a current environmental condition. A CREC is defined as a "recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls." A CREC is an active environmental concern because while the hazardous substances have been corrected to meet certain regulatory levels, the contaminants still remain and have the potential to be above regulatory levels for some types of development.

Due to the site's historical use as a nursery, the potential exists for residual pesticides, herbicides, heavy metals, and petroleum hydrocarbons to be present in shallow soils at the site; however, according to the ESA, previous testing of soils samples completed in 2012 determined that residual levels ranged from non-detectable to below thresholds. However, the Phase I ESA did identify stained soils in an area where equipment and vehicles are currently stored as a potential REC and recommended a Phase II ESA. As part of the Phase II ESA, the shallow soils present at the project site were analyzed to determine the presence of contaminants. The results from the soil samples indicated the presence of diesel, oil-range organics, and polychlorinated biphenyls (PCBs). Further the concentrations in the collected samples exceeded the applicable health risk-based screening levels for diesel and oil-range organics, which is a REC not for PCBs. The impacted soils are confined to the upper one foot of a 120-sf area (less than 5 cy). Mitigation measure HAZ-1 below would reduce risks associated with the impacted soils to less than significant.

As discussed above in item IX.a, limited quantities of hazardous materials such as gasoline, diesel, oils, and lubricants may be required to operate the construction equipment. Construction activities would be short-term, and the use of these materials would cease once construction is complete. The hazardous substances used during construction would be required to comply with existing federal, state, and local regulations regarding the use and disposal of these materials. In the event of an accidental release during construction containment and clean up would be in accordance with existing applicable regulatory requirements.

Project operation would include the use of household hazardous materials and wastes onsite. Typical household hazardous materials associated with the residential land uses could include cleaning products, paints, solvents, adhesives, other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals, mercury thermometers, sharp or used needles, and electronic wastes from household and car batteries. The limited use of such products does not require a special permit. In the event of an accidental release during project operation, containment and clean up would be conducted in accordance with existing applicable regulatory requirements.

Mitigation Measure

HAZ-1 Prior to the issuance of a grading permit, the project applicant shall prepare a Soils Management Plan that shall be reviewed and approved by the County of San Diego Department of Environmental Health (DEH). Appropriate engineering controls shall be incorporated into the improvement plans, as may be required by DEH and SDRWQCB. Evacuation, management and disposal of impacted soils shall be managed as approved/required by DEH, SDRWQCB, and local, state and federal requirements.

With implementation of HAZ-1, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant with mitigation.

c. LESS THAN SIGNIFICANT IMPACT. Guajome Park Academy is located less than one-quarter mile south of the site. As stated above, construction activities would adhere by appropriate regulations, minimizing impacts related to hazardous emissions or materials. Operation of the project may include use or disposal of hazardous materials typical of residential developments, including cleaning products, paints, solvents, adhesives, other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals, mercury thermometers, sharp or used needles, and electronic wastes from household and car batteries. No special permits would be required for such limited use or disposal of common agents and products. Therefore, the project would not result in potential hazards to nearby schools due to the use of hazardous materials during project construction or operation. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. A search of environmental databases, compiled pursuant to Government Code Section 65962.5, was conducted by Environmental Data Resources, Inc. (EDR) as part of the project ESAs. EDR identified three databases that have listings for the project site address or APN: the California Environmental Reporting System (CERS) database, a site that tracks businesses or operations that use, store, or transport hazardous materials/wastes; the EnviroStor database maintained by the California Department of Toxic Substances Control, an online data management system for tracking our cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues; and the SCH, school site database. All three listings are related to a school site investigation that was initiated and rescinded by the Vista Unified School District (VUSD). A review of the EDR report indicate that the site's former agricultural land uses were a concern during this preliminary phase. As identified in item IX b., soil samples indicated that levels of pesticides, herbicides, heavy metals, and petroleum hydrocarbons, commonly associated with agriculture are below risk thresholds; however, levels of diesel and oil-range organics associated with equipment and vehicle storage area are elevated. With implementation of HAZ-1, the project would not create a significant hazard to the public or the environment. Impacts would be less than significant with mitigation.

e. NO IMPACT. The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airports are McClellan Palomar Airport and Oceanside Municipal Airport, each located approximately five miles south and west of the project site, respectively. No impact would occur.

f. LESS THAN SIGNIFICANT IMPACT. The project could impact emergency access during both construction and operation. During construction, slow-moving construction vehicles could interfere with emergency response to the site or emergency evacuation procedures. The City requires traffic control plans for any construction activity that will disrupt traffic flow on city streets and project conditions of approval would require that emergency access be maintained during construction.

Once operational, site access would be via four cul-de-sacs accessible from Camino Largo that would provide access to the residences. The cul-de-sacs would be 40 feet wide curb to curb distance, with each one having adequate width/access for the Fire Department. The project would be required to adhere to the design requirements as established by VMC Title 19 (Streets/Sidewalks) and the Fire Department. These standards ensure that private streets are properly sized and located to facilitate emergency vehicle access and the positioning of emergency response crews during emergencies. In addition, Camino Largo will be paved and extended to a minimum width of 28 feet.

In relation to an emergency response plan, the City participates in the County's Multi-Jurisdictional Hazard Mitigation Plan. This plan is implemented on a regional level and outlines the jurisdictional concerns, resources, and action items to ensure community-wide safety from both natural and man-made threats. At a project level, through adhering to the required municipal codes, including

those that have been adopted to enact the CBC and the California Fire Code ensure that the project would not interfere with the implementation of emergency response plans. Impacts would be less than significant.

g. LESS THAN SIGNIFICANT IMPACT. According to the Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the proposed project is not located within a very high fire hazard severity zone ((VHFHSZ) (City 2011). The project site is in a developed environment. There are no wildlands or open spaces immediately adjacent to the project site, which significantly reduces the risk of wildland fire damage to people and structures in the area; it is noted that Guajome Regional Park is identified as an area of wildland intermix. The proposed project would adhere to the CBC, along with the California Fire Code, and the County of San Diego Fire Code. Plans for the project would be approved by the City Fire Marshal prior to construction to ensure compliance with applicable codes. Therefore, the proposed project is not anticipated to expose people or structures to wildland fires, and impacts would be less than significant.

X. Hydrology and Water Quality *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	☐	☐	☒	☐
3. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	☐	☐	☒	☐
4. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The discussion below is summarized and based on the analysis and conclusions contained within the Preliminary Hydrology and Hydraulic Report in August 2021 by bHA, Inc., Hydromodification Screening

prepared for the project by Chang Consultants in September 2021, and Storm Water Quality Management Plan (SWQMP) prepared by the bHA, Inc., in December 2021, The reports are included as Appendix F to this IS/MND.

HYDROLOGY AND WATER QUALITY DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. The proposed project includes the construction of 46 single-family residences and associated infrastructure. As such, the proposed project would change the site through site grading and by adding impervious surfaces, such as building roofs, paved drives, and access roads, that would alter the hydrological patterns of the site and could introduce new sources of water pollutants in site runoff. There is the potential for water pollutants to be generated in the short-term during construction activities and in the long term due to the permanent changes to the site. Construction related pollutants might include loose soils, liquid and solid construction materials and wastes, and accidental spills of concrete, fuels, and other materials. As an urban development, the proposed project would add typical, non-point-source pollutants to stormwater runoff, primarily due to runoff from impervious surfaces where a variety of pollutants can collect over time, such as driveways, streets, roofs, patios, and other paved surfaces. Landscaped areas can also generate water pollutants such as fertilizers and weed control agents, as well as green waste from landscape maintenance cuttings. Several measures to protect water quality and limit discharges are directed and implemented, through both the preparation of various plans and adherence to established programs. As discussed below, the project will be required to demonstrate compliance with such plans and programs.

Vista is within the jurisdiction of the SDRWQCB, which is tasked with protecting the region's water quality objectives that meet the standards set forth in the Section 303 of the federal Clean Water Act (CWA) as well as the state's Porter-Cologne Water Quality Act. The SDRWQCB designates beneficial uses of surface water and groundwater, sets qualitative and quantitative water quality objectives that must be met to protect designated beneficial uses, and develops implementation programs to protect the regional water resources through its Water Quality Control Plan for the San Diego Basin (the Basin Plan).

Additionally, the NPDES program regulates point source and non-point source pollutant discharges to surface waters. Municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdictions. These permits are known as municipal separate storm sewer system (MS4) permits. Because the proposed project's stormwater runoff would be discharged into the local municipal storm drain system, the project is required to demonstrate that it would be consistent with the standards established in the MS4 permit as encoded in Chapter 13.18 of the VMC, Stormwater Management and Discharge Control Program.

The project would adhere to the NPDES Construction General Permit during construction, which includes BMPs that serve to protect groundwater quality. A SWPPP would also be prepared in compliance with the Construction General Permit, which would identify erosion control and sediment control BMPs that would be implemented to minimize the occurrence of soil erosion or loss of topsoil. Once operational, a series of project design features, including a biofiltration basin would serve to capture and treat runoff. Therefore, impacts related to water quality would be less than significant.

Additionally, the project is a Priority Development Project (PDP) and, therefore, a SWQMP has been prepared. The PDP SWQMP includes construction and post-construction BMPs in compliance with the City and SDRWQCB regulations such as source control, bioretention basins, and hydromodification designs. Implementation of these BMPs under the PDP SWQMP would preclude any potential violations of applicable standards and discharge violations.

Finally, to prevent water quality impacts due to construction-related stormwater pollutants, the project applicant is required to develop a SWPPP, as stated in the VMC (Section 12.16.112, Construction pollutant reduction). This plan would detail BMPs, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants. The City will not issue a grading permit for the project until the SWPPP has been submitted to and approved by the City (Section 12.16.112[D]).

Based on the analysis above, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The project would increase a demand for potable water and non-potable water for irrigation. The improvements associated with the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project site is within a developed area serviced by Vista Irrigation District (VID), and the project does not involve the use of groundwater during construction or operation. Therefore, the project would not substantially decrease groundwater supplies or impede sustainable groundwater management of the basin. Impacts would be less than significant.

c1. LESS THAN SIGNIFICANT IMPACT. Under current conditions, storm runoff within the project footprint generally sheet flows in a southerly direction towards Camino Largo. The runoff continues approximately 100 feet south and enters an unnamed natural drainage course that flows in a westerly direction that parallels the south side of Camino Largo. The unnamed natural drainage course crosses North Santa Fe Avenue in an arch culvert then continues northwest over 2.3 miles to a confluence with the San Luis Rey River.

The proposed project involves the construction of 46 single-family residences, which would increase the impervious surface area at the site. The project runoff would be treated by the proposed biofiltration basin and the underground stormwater vault/MWS. Runoff from the westerly half of the project would enter a biofiltration basin at the southwest corner of the site. A proposed storm drain would convey the treated runoff out of the biofiltration basin and to a culvert along North Santa Fe Avenue and eventually the unnamed drainage that parallels Camino Largo. A proposed storm drain would convey the treated runoff from an underground stormwater vault/ MWS situated in the eastern portion of the site and discharge towards the unnamed natural drainage course that parallels the south side of Camino Largo. Thus, similar to existing conditions, runoff from the project site would ultimately enter the unnamed drainage. A Hydromodification Screening was prepared for the project to quantify the project's erosion susceptibility rating (low, medium, or high). The analysis involved a channel screening analysis that established the limits of the study area and included a field survey in addition to archival research. The conclusion of the Hydromodification Screening is that the project has an overall low susceptibility to erosion both onsite and offsite within the unnamed channel and the limits of the study area. Therefore, analysis concluded that the project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

c2. LESS THAN SIGNIFICANT IMPACT. The proposed project site would transition from a primarily vacant site to a fully developed site that would support a combination of impervious surfaces and landscaped conditions, which would increase the rate and amount of runoff. This increase in runoff would be handled by the stormwater control project design features. As stated above in item X.a, a PDP SWQMP has been prepared for the project, and a SWPPP would be prepared as required under the NPDES Construction General Permit. Both the required SWPPP and PDP SWQMP would establish BMPs that would minimize impacts to existing drainage patterns of the area in a manner which would substantially increase the rate or amount of surface runoff, which would result in flooding on- or off-site. The biofiltration basin and hydromodification designs would decrease surface runoff velocities,

reducing the chances of flooding on- or off-site. Project runoff would be treated for water quality through the installation of a biofiltration basin and the underground stormwater vault/MWS. Flows would then infiltrate through the bio-filtration layers of the basin to the low flow orifice or through proposed outlet pipes that would discharge offsite infrastructure. Peak flows would be safely discharged to the receiving storm drain system through of storm water infrastructure such as risers and spillways. With the project storm water/quality infrastructure, site flow would mimic existing drainage conditions, would discharge from the site at below historical flow rates. and would also satisfy the hydromodification management requirements of the City's BMP Design Manual. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

c3. LESS THAN SIGNIFICANT IMPACT. As stated above in item X.a, both a SWPPP and a PDP SWQMP would be implemented for the proposed project. Each would establish BMPs that would minimize impacts to existing drainage patterns of the area in a manner which would create or contribute runoff water exceeding the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff. Additionally, as discussed in item X.c2, the Preliminary Hydrology and Hydraulic Report found that project implementation would not result in a substantial adverse change in the existing drainage pattern at the site, and with the project related storm water infrastructure, rates and velocity of stormwater discharges would be reduced to below existing levels. Therefore, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff. Impacts would be less than significant.

c4. LESS THAN SIGNIFICANT IMPACT. According to the FEMA Flood Maps 06073C0757G, the project site is located in an area of minimal flood hazard, so the site is not subject to substantial flooding (FEMA 2012). Additionally, although the project would result in an increase of impervious surfaces at the site, project implementation would not result in a substantial adverse effect on the drainage pattern at the site (as discussed in item Xc2 above. According to the Preliminary Hydrology and Hydraulic Report flows would be lower with the project than existing conditions, due to the project's incorporation of biofiltration basins. Therefore, the project would not impede or redirect flood flows. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. As discussed in item X.c4, the project site is located in an area of minimal flood hazard and is not subject to substantial flooding (FEMA 2012). Tsunamis are usually caused by displacement of the ocean flood causing large waves and are typically generated by seismic activity. The proposed project is located approximately 7.6 miles from the Pacific Ocean; therefore, a tsunami hazard is not present for the project site. A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity, and can affect harbors, bays, lakes, rivers, and canals. The nearest body of water, Calavera Lake, is approximately 3.6 miles away, which is too far to present impacts by a seiche event. Impacts related to floods, tsunamis, or seiches would be less than significant.

e. NO IMPACT. As stated above in item X.a, both a SWPPP and a PDP SWQMP would be implemented for the proposed project. Additionally, the project would comply with all storm water quality standards during construction and operation. Adhering to the BMPs and all storm water quality standards would minimize any potential negative impacts associated with hydrology and water quality. Additionally, according to the General Plan Update 2030 EIR, the buildout of the General Plan would not substantially interfere with groundwater recharge or groundwater supplies. Implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

XI. Land Use and Planning *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

LAND USE AND PLANNING DISCUSSION

a. NO IMPACT. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area. No new major supporting infrastructure facilities would need to be constructed and/or extended to the project site that could result in a physical disruption to an established land use or the local pattern of development The project site is within an urban area developed primarily with residential uses, in addition to a church, a museum, and county park nearby. The proposed project includes the construction of 46 single-family homes on a lot that supports a non-operational nursery located within an area that has residential land uses to the south and east. As stated in Section I of this IS/MND, the project is designed to adhere to the General Plan land use and community design goal of sharing common development patterns among neighborhoods. Thus, the project would be consistent with the surrounding land uses and would not divide an established community. Therefore, the proposed project would not physically divide an established community. No impact would occur.

b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project's consistency with the City's General Plan (adopted 2012), the Municipal Code, and other land use plans and policies, and the surrounding land uses is discussed below.

General Plan 2030 Update

Land Use and Community Identity Element

The environmental goals and policies that apply to the proposed project are as follows:

LUCI Goal 2: Preserve and enhance the characteristics and features of neighborhoods that share common development patterns, topography, major streets, and zoning patterns.

LUCI Policy 2.4: Discourage subdivision design that disrupts the existing development pattern within established neighborhoods.

The design of the proposed project maintains the existing residential character of the surrounding area. The homes would be single-family similar to the neighborhood to the south and would not disrupt the existing pattern of development. Currently the site supports the remnants of a former nursery that is no longer operational Conversely, the project would be a continuation of the denser residential development that is occurring south of the site, creating a cohesive development pattern. In addition, the proposed residences would have a maximum height of 35 feet. Therefore, the proposed

development would be compatible and consistent with the Land Use and Community Identity Element of the City's General Plan 2030 Update.

Circulation Element

As discussed in the Transportation/Traffic section of this IS/MND, the Circulation Element of the Vista General Plan 2030 Update (City 2012) states that the City has established LOS D as the threshold for acceptable operating conditions in designated areas. In addition, if a roadway or intersection is currently operating at a capacity less than LOS, additional traffic will have a substantial effect if it adds more than an average two seconds of delay.

Although the project would result in an increase in traffic near the site, the roadways and intersections within the study area would not conflict with the City's established LOS goals. Therefore, the project would not conflict with the Circulation Element of the City's General Plan.

Housing Element

The project site is designated as RR and would require a General Plan Amendment to MD Residential to accommodate the 46 single-family residences.

The City has recognized the potential for the project site to accommodate denser residential land uses as is demonstrated in the parcel specific analysis of potential housing sites that the City prepared to identify underutilized sites designated for residential or mixed-use development to meet the RHNA targets for the 2021-2029 planning period. This analysis, which is also included as Appendix B to the City's General Plan Housing Element Update, did not allocate a residential density to the site, but did identify the parcel as suitable for residential development (City 2021). Specifically, the RHNA for the 2021-2029 planning period assigned Vista a new housing need of 2,561 units.

The project would require a General Plan Amendment and zone change to accommodate the residential land uses; however, the transition of the site from previous agricultural land uses to residential is an extension of the existing land uses to the south. Therefore, these actions would not constitute a conflict with a land use plan adopted for the purposes of avoiding or mitigating an environmental effect as the proposed residences would be compatible with the like land uses that already exist immediately adjacent to the site. Moreover, the current RR designation and A-1 zone indicate the site is suitable for residential development since single-family residences are allowed uses in the current A-1 zone.

Resource Conservation and Sustainability Element

The applicable goals and policies that apply to the proposed project are as follows:

RCS Goal 2: Reduce GHG emissions from community activities and municipal facilities and operations within the City boundaries to support the State's efforts under Assembly Bill 32, Senate Bill 375, and other state and federal mandates, and to mitigate the community's contributions to global climate change.

RCS Policy 2.7: Through California Environmental Quality Act (CEQA) documents, evaluate and disclose the contribution new projects could have on climate change and require mitigation measures as appropriate.

RCS Goal 4: Preserve, protect, and enhance water quality in watersheds to which the City contributes storm water and urban runoff.

RCS Policy 4.6: Require the incorporation of Low Impact Development (LID) techniques in accordance with current storm water regulations to manage storm water and urban runoff, reduce runoff and pollution, reduce the footprint of development on each parcel, and assist in maintaining or restoring the natural hydrology of the site.

RCS Goal 12: Acknowledge, preserve, and protect the City's Native American heritage.

RCS Policy 12.3: Ensure that the San Luis Rey Band of Mission Indians is notified of any proposed discretionary planning or grading applications affecting lands with potential archaeological resources.

RCS Policy 12.2: In collaboration with NAHC and the San Luis Rey Band of Mission Indians, adopt procedures for protecting significant archeological features, and apply to projects requiring discretionary City approval.

The proposed project meets RCS Policy 2.7 and Goal 2 through the GHG emissions analysis prepared in Section VII in this CEQA document. As previously described, the design of the proposed project incorporates a number of LID techniques and facilities that meets RCS Policy 4.6 and Goal 4. As discussed in Section V and in mitigation measures CR-1 through CR-6, procedures for protecting unknown significant archaeological features are appropriately described and included. As a result, the project would not conflict with the Resource Conservation and Sustainability Element of the City's General Plan.

Noise Element

The discussion below analyzes potential exterior/interior noise impacts after completion of the project as evaluated as part of the project Noise Assessment prepared by HELIX and included as Appendix J of this IS/MND.

Exterior Noise Levels

Future on-site residential land uses would be exposed to noise from vehicular traffic along North Santa Fe Avenue west of the project site. The noise levels associated with vehicular traffic were modeled at the project site using Horizon Year (2050)+ project average daily traffic (ADT) to conservatively assess future traffic noise conditions at the project site. The new residential land uses would not be compliant with the General Plan Noise Element limits if exterior use areas are exposed to noise exceeding 65 community noise equivalent level (CNEL).

Noise level contours were generated for North Santa Fe Avenue. The model provides the distances at which noise levels would exceed 65 CNEL. The 65 CNEL noise level contour would extend approximately 100 feet from the roadway centerline. The backyard exterior use areas of Lots 1 and 2 are located approximately 90 feet from the North Santa Fe Avenue (see Figure 3 in Attachment A). Therefore, at this distance, these areas may not be compatible with the City General Plan noise level limits for residential developments. Mitigation measure LUI-1 would require the placement of permanent noise walls to reduce noise levels at these locations and reduce impacts to less than significant.

LU-1 **On-Site Noise Barriers**. Noise levels within the backyard areas of Lots 1 and 2 may be exposed to noise levels exceeding the City General Plan noise compatibility standards and shall be reduced to below 65 CNEL.

Noise reduction for these exterior use areas shall be accomplished through on-site noise barriers (walls). The wall shall be at least 6 feet in height and would break the line-of-sight

between the backyards and North Santa Fe Avenue. To appropriately reduce noise levels, the wall should be constructed at the pad elevation for each lot.

The sound attenuation barrier must be solid. It can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view.

Interior Noise Levels

Traditional architectural materials are conservatively estimated to attenuate noise levels by 15 CNEL; therefore, if exterior noise levels at a building façade exceed 60 CNEL, interior noise levels may exceed the 45 CNEL limit set forth in the City General Plan Noise Element for residential uses. The 60 CNEL noise level contour generated by North Santa Fe Avenue would extend 170 feet from the roadway centerline. The residences on Lots 1 and 2 have façades that are located within 110 feet of North Santa Fe Avenue and would therefore be exposed to noise levels exceeding 60 CNEL. To ensure that the project's habitable rooms do not exceed 45 CNEL, mitigation measure LU-2 would be required.

LU-2 On-site Interior Noise Level Reduction. For the project's Lot 1 and 2 habitable areas (both living rooms and bedrooms), the following measures shall be incorporated in the design of the project to reduce interior noise levels to 45 CNEL or less:

- Minimum exterior wall requirement of STC 46 with a construction of standard 3/8-inch exterior one coat stucco over 1.0-inch rigid R-4 insulation over 1/2-inch shearwall on 2x6 studs with 5/8-inch Type "X" Drywall.

- Minimum window requirement of STC 28 with a vinyl frame window construction of dual glazing window thickness 1/8-inch and 1/2-inch air gap.

- Appropriate means of air circulation and provision of fresh air intake shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.

- Buildings shall provide mechanical ventilation in accordance with the 2019 California Mechanical Code.

Other General Plan Elements

The proposed project would be adequately served by existing public services, and would require compliance with the City's building and fire codes and with the seismic regulations within the CBC. The 9.3-acre project site does not contain any designated open space. Consequently, no inconsistencies with the City's Public Safety Element and Healthy Vista Elements are anticipated as a result of project implementation.

Habitat Conservation Plan or Natural Community Preservation Plan

As discussed in Section IV, Biological Resources, of this IS/MND, the MHCP is a comprehensive, multiple jurisdictional planning program designed to develop an ecosystem preserve in northwestern San Diego County. Implementation of the regional preserve system is intended to protect viable

populations of key sensitive plant and animal species and their habitats, while accommodating continued economic development and quality of life for residents of the north county region (AMEC 2003).

The project site is not within the planning area boundary of the MHCP and is not adjacent to any focused planning areas of the MHCP. (Furthermore, the City does not have a Subarea Plan although the guidance contained within the MHCP is used as a basis for assessing projects within a regional context. The project would not conflict with the MHCP and no impacts would occur.

Zoning Ordinance

The project would require a zone change from A-1 to R-1-B (small lot subdivision), 3,600-sf lots (minimum size). The site's agricultural zoning is not an indication of a land use regulation enacted to protect scenic resources. According to the VMC Chapter 18.10, a variety of uses in addition to raising crops could occur under this zoning, including single-family residences, packing or processing plants for crops, silos, accessory buildings (including workshops and barns), farm labor housing, and residential care/transition homes. Comparatively, the residential land uses would result in a similar level of site disturbance in relation to what is allowed under the A-1 zone and would not involve the use of industrial chemicals associated with agricultural production.

Traffic Impact Analysis Guidelines

Implementation of SB 743 resulted in a shift in evaluating transportation impacts from LOS and vehicular delay to vehicles miles traveled (VMT). In response to SB 743 the City prepared guidelines to assess VMT, Traffic Impact Analysis Guidelines (City 2020). According to the City's Traffic Impact Analysis Guidelines, projects that are not consistent with the applicable General Plan land use designation only require a VMT analysis if the anticipated ADT would be greater than 500 trips (City 2020). As discussed in Section XVII, Transportation/Traffic, the project is not consistent with the City's General Plan land use designation for the site and will require a General Plan Amendment. However, the project would generate a total of 460 ADT. The project would not exceed 500 trips per day, and therefore is below the threshold to require a VMT analysis.

Summary

With implementation of Mitigation Measures LU-1, and LU-2, the project would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding an environmental impact.

XII. Mineral Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

MINERAL RESOURCES DISCUSSION

a. NO IMPACT. Mineral resources are commonly defined as a concentration or occurrence of natural, solid, inorganic, or fossilized organic material in or on the earth's crust in such form and quantity and of such a grade or quality that it has reasonable prospects for economic extraction. Mineral resources can be categorized into three classes: fuel, metallic, and non-metallic. Fuel resources comprise coal, oil, and natural gas. Metals include such resources as gold, silver, iron, and copper. Lastly, non-metal resources include industrial minerals and construction aggregate. Industrial minerals include boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone. Construction aggregate includes sand and gravel, and crushed stone.

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary regulator for surface mining in the state. The act requires the state geologist (California Geological Survey) to identify all mineral deposits in the state and to classify them based on their significance. SMARA defines a mineral deposit as a naturally occurring concentration of minerals in amounts or arrangement that under certain conditions may constitute a mineral resource. The concentration may be of value for its chemical or physical characteristics. The classification of these mineral resources is a joint effort of the State and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZs), or Identified Resource Areas (IRAs), described below:

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where mineral resource significance is undetermined.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- SZ Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- IRA Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicate that significant minerals are present.

According to the Generalized Mineral Land Classification Map of Western San Diego County prepared by the California DOC Division of Mines and Geology, the project site is classified as MRZ-3 (DOC 1996). Therefore, the significance of mineral resources in the project region is undetermined. The General Plan EIR states that the potential for viable extraction of mineral resources within the MRZ-3 is limited due to the city's urbanized character. In addition, the City's General Plan does not identify the project site as a locally important mineral resource recovery site. Regardless, there are no known mineral resources at the site and therefore there would be no loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur

b. NO IMPACT. As stated above in item XII.a, the project area is not used for mineral extraction and is not known as a locally important mineral resource recovery site. Further, the project area is not delineated on any plan for mineral resource recovery uses. No impacts would occur.

XIII. Noise *Would the project result in*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is summarized and based on the analysis and conclusions contained in the *Camino Largo Residential Project Noise Assessment Study* (*Noise Study*) prepared by HELIX (2021d) for the proposed project. The report is included as Appendix G to this IS/MND.

NOISE DISCUSSION

a. Less than Significant with Mitigation Incorporated. Implementation of the project would result in an increase of noise during project construction and operation. Noise sensitive receptors (i.e., land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities and libraries. According to the Noise Study (HELIX 2021), sensitive receivers near the project site include single-family residences to the south and east, and a church to the northwest of the project site.

Noise Thresholds and Standards

Rapid variations in ambient air pressure are perceived as sound by the human ear when they occur within certain limits. A decibel (dB) is a unit used to express the intensity of a sound wave. Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, the dBA descriptor (or A-weighted sound level) is used because it factors sounds more heavily within the range of maximum human sensitivity to sound frequencies. Although the A-weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of sounds from distant sources that create a relatively steady background noise in which no particular source is identifiable. For this type of noise, a single descriptor called the L_{EQ} (or equivalent sound level) is used. The minimum change in sound level that the human ear can detect is approximately three dBA. This increment is commonly accepted under CEQA as representing an impact threshold. This limit is also accepted by the City as the significance threshold to determine a proposed project's impact on the affected (existing) environment.

Applicable Noise Standards

The City has adopted the County of San Diego Noise Ordinance for the purpose of controlling excessive noise levels, including noise from construction activities.

Table N-1, *Applicable Exterior Property Line Noise Limits,* lists the applicable exterior property line noise limits.

Table N-1
APPLICABLE EXTERIOR PROPERTY LINE NOISE LIMITS

Zone	Time	Applicable Limit One-hour Average Sound Level (Decibels)
A-1, E-1, O, OSR R-1B, MHP	7:00 a.m. – 10:00 p. m. 10:00 p.m. – 7:00 a. m.	50 45
R-M	7:00 a.m. – 10:00 p.m. 10:00 p.m. – 7:00 a.m.	55 50
C-1, C-2, O-3, C-T, OP, M-U and Downtown Specific Plan	7:00 a.m. – 10:00 p.m. 10:00 p.m. – 7:00 a.m.	60 55
M-1, I-P, all areas of the Vista Business Park Specific Plan and Specific Plan 14	Any time	70

Source: City 2014
A-1 = Agricultural; C-1 and C-3 = Commercial; C-T = Commercial Transient; E-1 = Estate; I-P = Industrial; M-1 = Light Manufacturing; MHP = Mobile Home Park; M-U = Mixed Use; O = Open Space; O-3 = Office Park; OP = Office Professional; OSR = Open Space Residential; R-1 and R-1B = Single-family Residential; R-M = Multi-family Residential

Construction activity would be considered significant for nearby residences if it exceeds an 8-hour average exterior noise level of 75 dBA, or a maximum impulsive noise level of 82 dBA on an occupied residential use. The ordinance prohibits construction and building work between the hours of 7:00 p.m. and 7:00 a.m. of the next day, on Sundays, or on a holiday.

For traffic-related noise, impacts are considered significant in areas where traffic noise at single-family residential uses exceeds 65 CNEL and implementation of the project would result in an increase of the noise level by three CNEL or more.

Existing Noise Levels

As discussed below, existing ambient noise levels were measured on-site, and existing traffic traveling on North Santa Fe Avenue was counted during the measurement period.

Ambient Noise Levels and Existing Traffic Levels

Two measurements were taken for the ambient noise survey, including one measurement at the project site and one along North Santa Fe Avenue to the west. The first measurement was taken along the southern boundary of the project site along Camino Largo, approximately 600 feet west of North Santa Fe Avenue. The second measurement was taken along North Santa Fe Avenue, at a location approximately 850 feet west of Osborne Street. A traffic count was conducted at this location to estimate the breakdown of heavy trucks (three or more axles), medium trucks (double tires/two axles), and automobiles along North Santa Fe Avenue. The measured noise levels are shown in Table N-2 *Noise Measurement Results.* Traffic counts for the timed measurement and the one-hour equivalent volume are shown in Table N-3.

Table N-2
NOISE MEASUREMENT RESULTS

Measurement 1 – Traffic	
Date:	December 8, 2021
Conditions:	Temperature: 55°F. Wind Speed: 1 mph. 77% humidity. Sunny.
Time:	8:24 a.m. – 8:34 a.m.
Location:	Along the southern boundary of the project site 600 feet west of North Santa Fe Avenue
Measured Noise Level:	47.1 dBA L_{EQ}
Notes:	Ambient nature sounds. Noise primarily from traffic on Santa Fe Avenue, landscaping equipment, and distant aircraft.
Measurement 2 – Ambient	
Date:	December 8, 2021
Conditions:	Temperature: 55°F. Wind Speed: 1 mph. 77% humidity. Sunny.
Time:	8:47 a.m. – 9:02 a.m.
Location:	West of project site approximately 850 feet west of Osborne Street and 60 feet from the North Santa Fe Avenue centerline. Adjacent to North Coast Church parking lot.
Measured Noise Level:	67.9 dBA L_{EQ}
Notes:	Noise dominated by traffic along North Santa Fe Avenue.

Table N-3
RECORDED TRAFFIC VOLUME AND VEHICLE MIX

Measurement	Roadway	Traffic	Autos	MT[1]	HT[2]
1	North Santa Fe Avenue	15-minute count	196	7	1
		One-hour equivalent	784	28	4
		Percent	96.7%	0.9%	2.3%

1 Medium Trucks (double tires/two axles)

2 Heavy Trucks (three or more axles)

As noted in Table N-2, the highest ambient noise measurement was 67.9 dBA for Measurement 2, which was located adjacent to the North Coast Church parking lot.

Future Noise Prediction Modeling

As discussed in the Noise Study (HELIX 2021d), modeling of the exterior noise environment was accomplished using two computer noise models: CadnaA version 2019 and Traffic Noise Model (TNM) version 2.5. CadnaA is a model-based computer program for predicting noise impacts in a wide variety of conditions, including traffic noise predictions.

Input variables included road alignment, elevation, lane configuration, area topography, existing and planned noise control features, projected traffic volumes, estimated truck composition percentages, and vehicle speeds. Peak-hour traffic volumes are estimated based on the assumption that approximately 10 percent of the average daily traffic would occur during a peak hour. The model-calculated one-hour L_{EQ} noise output is therefore approximately equal to the CNEL (Caltrans 2013).

Project construction noise was analyzed using the Roadway Construction Noise Model (RCNM; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Operational On-site Noise Generation

The project would include heating, ventilation, and air conditioning (HVAC) units at ground-level locations adjacent to each proposed residence. Specific locations and planning data for the future HVAC units is not available at this stage of project design; however, the project applicant has indicated that HVAC units would be located on the sides of the proposed residences. A typical single HVAC unit generally generates a noise level of 56 dBA at a distance of 7 feet.

The closest proposed lot to the nearest off-site residential property line would be Lot 3 (see Figure 3). For the single-family homes, it is likely that the HVAC units would be installed adjacent to the house structure. The nearest off-site residential structure would be approximately 45 feet from the closest potential HVAC location. At this distance, the HVAC would generate a noise level of approximately 39.8 dBA, which would not exceed the City's nighttime allowable hourly limit of 45 dBA (refer to table N-1); therefore, impacts from the project's operational noise would be less than significant.

Operational Off-site Transportation Noise Generation

TNM software was used to calculate the noise contour distances for Existing and Existing + Project conditions along North Santa Fe Avenue. Existing and Existing + Project traffic noise levels presented in this analysis are based on traffic volumes provided by LLG (2021).

The off-site roadway modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. The results of this analysis for the CNEL at the nearest NSLUs to the roadway centerline of North Santa Fe Avenue are shown below in Table N-4, *Off-site Traffic Noise Levels.*

Table N-4
OFF-SITE TRAFFIC NOISE LEVELS

Roadway Segment	Distance to Nearest NSLU	CNEL at Distance to Nearest NSLU (Existing)	CNEL at Distance to Nearest NSLU (Existing + Project)	CNEL at Distance to Nearest NSLU Change from Existing	Direct Impact[1]
North Santa Fe Avenue					
North of Project	100 feet	62.6	62.7	0.1	No
South of Project	50 feet	69.4	69.5	0.1	No

[1] A direct impact to off-site uses would occur if existing noise levels exceed 65 CNEL at single-family residences and the project more than doubles (increases by more than 3 CNEL) the existing noise level.
NSLU = noise sensitive land use; CNEL = Community Noise Equivalent Level

Impacts would be significant in areas where traffic noise at single-family residential uses exceeds the 65 CNEL maximum noise level specified in the City's General Plan Noise Element, and implementation of the project results in a significant increase in noise levels, which is considered greater than a perceptible change of 3 CNEL over existing conditions. As shown in Table N-4, noise levels would increase by 0.1 CNEL for nearby residences along North Santa Fe Avenue. This increase would not be a perceptible increase and noise impacts from project-generated traffic would be less than significant.

On-site Construction Noise Generation

Construction of the project would require site clearing, demolition of existing structures, grading, installation of underground utilities/infrastructure, construction of new buildings, paving, and architectural coating. The magnitude of the noise impact would depend on the type of construction

activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disrupt nearby residences north, south, and east of the project site. Construction equipment would be continuously moving across the site, and equipment is not anticipated to be located at a single location during a typical workday. Therefore, construction equipment is modeled at an average distance of 100 feet from the nearest NSLUs. Table N-5, *Construction Equipment Noise Levels*, provides the 100-foot distance noise levels for equipment anticipated to be used for general construction activities.

Table N-5
CONSTRUCTION EQUIPMENT NOISE LEVELS

Unit	Percent Operating Time	L_{MAX} at 100 feet	dBA L_{EQ} at 100 feet
Backhoe	40	71.5	67.6
Compactor	20	77.2	70.2
Compressor	40	71.6	67.7
Concrete Mixer Truck	40	72.8	68.8
Concrete Pump Truck	20	75.4	68.4
Dozer	40	75.6	71.7
Dump Truck	50	70.4	66.5
Excavator	40	74.7	70.7
Front End Loader	40	73.1	69.1
Paver	50	71.2	68.2
Roller	20	74.0	67.0
Excavator/Loader/Dump Truck	40	74.7	73.9

Source: RCNM; USDOT 2008
L_{MAX} = maximum noise level; dBA = A-weighted decibel; L_{EQ} = equivalent sound level

Construction equipment would not all operate at the same time or location and would not be in constant use during the eight-hour operating day. Further, not all the pieces of equipment included in Table N-5 would be used within 100 feet off-site residences. A dozer and an excavator may be working on the site simultaneously but would not be working near one another at a given time due to the nature of their respective operations. An excavator, loader, and dump truck were analyzed together for construction noise impacts due to their likelihood of being used in conjunction with one another.

Based on these assumptions, grading operations using an excavator, loader, and dump truck at the nearest NSLU would be 73.9 dBA L_{EQ} at 100 feet. Therefore, construction noise from this equipment was modeled to be below the noise ordinance limit of 75 dBA L_{EQ} (8-hour), however noise levels may exceed the existing ambient noise levels by 10 dBA.

Ambient noise levels were conducted at the project site approximately 600 feet east of North Santa Fe Avenue. During this short-term measurement, noise levels of 47.1 dBA were taken. Furthermore, using the TNM modeling results for the existing conditions of North Santa Fe Avenue, noise levels 100 feet from the roadway would be approximately 62.7 dBA CNEL.[1] By both measures, construction noise levels would likely exceed the existing ambient noise environment by 10 dBA. Mitigation measure NOI-1 would incorporate a construction noise management plan including the use of temporary sound barriers to reduce noise levels at neighboring NSLUs.

[1] CNEL metric includes evening and nighttime noise levels. Construction would not occur during those hours.

Mitigation Measure

NOI-1 Construction Noise Management Plan. Noise levels from project-related construction activities shall not exceed the noise limit specified in San Diego County Code Sections 36.408 and 36.409 (adopted as Subsection 8.32.020 through 8.32.060 of the City's Municipal Code) of 75 dBA - 8-hour average, when measured at the boundary line of the property where the noise is located or any occupied property where noise is being received. A Construction Management Plan that describes the measures included on the construction plans to ensure compliance with the noise limit shall be prepared by the project applicant and submitted to the City of Vista Planning Division for approval prior to issuance of the grading permit. The following measures may be included to reduce construction noise:

- Construction equipment to be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
- Diesel equipment to be operated with closed engine doors and equipped with factory-recommended mufflers.
- Mobile or fixed "package" equipment (e.g., arc-welders and air compressors) to be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment to be used instead of pneumatic or internal-combustion powered equipment, where feasible.
- Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) to be prohibited.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas to be located as far as practicable from noise sensitive receptors.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent sensitive receptor.
- Temporary sound barriers or sound blankets may be installed between construction operations and adjacent noise-sensitive receptors. Due to equipment exhaust pipes being approximately 7-8 feet above ground, a sound wall at least 10 feet in height above grade, located along the western and southern property lines between the project and neighboring residences would mitigate noise levels to within acceptable levels. To effectively reduce noise levels, the sound barrier should be constructed of a material with a minimum weight of two pounds per square foot with no gaps or perforations and remain in place until the conclusion of demolition, grading, and construction activities.
- The project applicant shall notify residences within 100 feet of the project's property line in writing within one week of any construction activity such as demolition, hard rock handling, concrete sawing, asphalt removal, and/or heavy grading operations.

The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint and response procedure.

- The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the affected resident shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

Construction Traffic Noise

It is anticipated that 2,758 round trips, or 5,516 one-way haul truck trips would be required for soil export over the course of 20 workdays during the grading phase of construction, which would equate to 276 one-way haul truck trips, or passes, per day (HELIX 2021d). Over the course of an eight-hour construction day, it is assumed 34 haul truck trips would occur per hour. This daily traffic level associated with soil export is anticipated to be the highest daily traffic level associated with project construction.

The additional 34 construction trips were added to the existing traffic volumes on North Santa Fe Avenue south of the project site. Using TNM, receivers were modeled at 50 feet from the roadway centerline (the approximate distance to the nearest The modeled existing traffic noise level along this segment of North Santa Fe Avenue is 69.4 CNEL. The addition of the project's haul truck trips during the grading phase of construction would increase noise levels to 70.1 CNEL, which represents a 0.7 CNEL increase. This would not be a perceptible increase and impacts from construction traffic noise to existing NSLUs would be less than significant.

b. Less than Significant Impact. A possible source of vibration during general project construction activities would be a vibratory roller, which may be used for compaction of soil beneath building foundations and could be used within 50 feet of the off-site residence north of Lot 3. Most usage of a vibratory roller, however, would occur at distances greater than 50 feet from any single residence due to the mobile nature of its use across the project site. A vibratory roller would create approximately 0.210 inch per second PPV at a distance of 25 feet (Caltrans 2020). A 0.210 inch per second PPV vibration level would equal 0.098 inch per second PPV at a distance of 50 feet.[2] This would be lower than the structural damage impact to older structures of 0.5 inch per second PPV and the "strongly perceptible" impact for humans of 0.1 inch per second PPV. Additionally, off-site exposure to such ground-borne vibration would be temporary as it would be limited to the short-term construction period. Therefore, even though vibration may be perceptible at nearby residences, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

c. No Impact. The project is subject to some distant aircraft noise, though the site is not located near an airport. The nearest airports are Oceanside Municipal Airport, located approximately 5.7 miles to the west and McClellan-Palomar Airport, located approximately 7.4 miles to the south. At these distances, no effects related to airport noise would occur at the project site. No impact would occur.

[2] Equipment PPV = Reference PPV * $(25/D)^n$ (inches per second), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013b.

XIV. Population and Housing *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

POPULATION AND HOUSING DISCUSSION

a. NO IMPACT. Growth inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth, such as new housing (direct) or creation of a new job center or the expansion of infrastructure to increase capacity (indirect).

The proposed project would directly add to the City's population by introducing 46 new single-family residences. According to SANDAG's 2019 population and housing estimates, the average household size in Vista is 3.26 people (SANDAG 2020). Applying this rate, an additional 46 residences could result in a population increase of approximately 150 people. Conservatively, if all homes were occupied by new residents, the project would represent an increase in the City's population of less than one-tenth of a percent.

The City's General Plan designates the project site as RR and is zoned as A-1, and the project would require a General Plan Amendment and zone change to accommodate the proposed residential land uses. As discussed in Sections III and XI, a RHNA was prepared for the City in accordance with California law that requires local governments to facilitate and encourage the production of housing to accommodate population and employment growth. The 2021-2029 RHNA target for the City is 2,561 homes distributed among various income levels. In an effort to achieve this goal, the City has recognized the potential for the project site to accommodate more dense residential land uses. Thus, it is recognized that there is a need for additional housing in the City and there is the potential that this project may provide housing. Therefore, while the project would directly induce population in the area through the construction of new homes, this development is consistent with the City's intent to provide additional residential development on what are deemed underutilized properties. Given that the project would provide a portion of the RHNA allocation, it would not represent a significant impact due to unanticipated or unplanned growth. Direct impacts are less than significant.

The project does not involve any activities or features that would indirectly induce growth. Infrastructure would be extended to the site; however, this extension would be from the existing municipal facilities that serve the greater project area and would not involve the installation of any infrastructure that would expand capacity beyond the site. Improvements to the current site access would also occur through upgrades to Camino Largo. The project site, which is already surrounded by existing development including a museum and regional park to the west, a church to the north, and existing residential neighborhood to the south and would not provide any new or future potential to accommodate development beyond the site. Therefore, the project would not indirectly contribute to substantial growth. Indirect impacts are less than significant.

b. NO IMPACT. The project site does not support any housing. Thus, the project would not displace any people. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

XV. Public Services *a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Fire protection?	☐	☐	☒	☐
2. Police protection?	☐	☐	☒	☐
3. Schools?	☐	☐	☒	☐
4. Parks?	☐	☐	☒	☐
5. Other public facilities?	☐	☐	☒	☐

PUBLIC SERVICES DISCUSSION

a1. LESS THAN SIGNIFICANT IMPACT. The proposed project would be served by the VFD. The closest City fire station to the site would be VFD Station No. 3 located at 1070 Old Taylor Road, approximately one mile away to the east. The project site is 9.3 acres in size and formerly was a nursery. There are remnants of the past nursery operations, hoop frames, sheds, vehicles and equipment, and boxed palm trees. The project involves the demolition of 10,600 sf of structures and the construction of 46 single-family residences. The project would introduce approximately 150 residents to the site; however, the VFD currently provides fires protection services to the site. Therefore, while the types of calls may differ from those that would occur with the existing and uses, the project would not be adding new land to the jurisdiction of Station No. 3 that was previously not serviced.

The project does not represent a unique land use or type of construction that would require additional VFD resources, would not have a significant impact involving fire response times, and would not otherwise create a substantially greater need for fire protection services than already exists. The project applicant is required to submit project plans to VFD for review and plan check approval with respect to applicable fire protection standards set forth in Chapter 16.04 of the City's Municipal Code approval is required prior to the issuance of building permits. Through this routine process, VFD confirms that the project meets all of the applicable fire codes set forth by the State Fire Marshal and the City's building code, including sufficient fire flow and emergency access for fire engines and crews.

Implementation of the proposed project may result in an increase in the demand for emergency services; however, the size and location of the project would not place an undue hardship on the fire department since they are presently servicing the areas surrounding the. Therefore, implementation of the proposed project would not exceed the capacity of the VFD to serve the site with existing fire protection services and resources. Impacts would be less than significant.

a2. LESS THAN SIGNIFICANT IMPACT. SDCSD provides police services to the City of Vista. The closest police station would be the SDCSD located at 30 Main Street Unit G130, approximately two miles southeast of the project site. The project involves the construction of 46 single-family residences and the

project's residents would generate a demand for police protection services. Typical of residential developments, such services would be in relation to property crimes or crimes against persons, however these types of crimes are not considered unique. The project would introduce approximately 150 residents to the site; however, the SDCSD currently provides fires protection services to the site. Therefore, while the types of calls may differ from those that would occur with the existing and uses, the project would not be adding new land to the jurisdiction of SDCSD that was previously not serviced.

Further, as described in the General Plan Update 2030 EIR, it is reasonably foreseeable that new or physically altered facilities within the City would be required to serve the growth associated with the buildout of the General Plan.

a3. LESS THAN SIGNIFICANT IMPACT. The project includes the development of 46 single-family residences, some of which may house school-aged children. The project site is located within the boundaries of the Vista Unified School District (VUSD), which serves grades pre-school through 12.

California Code of Regulations Section 65995 and California Education Code Section 17620 allow school districts to levy fees on residential and/or commercial/industrial construction projects within a school district's boundaries. The State Allocation Board (SAB) sets the per-square-foot Level I school impact fees (developer fees) every two years.

As discussed in item XIV a., using approved planning forecasts, the project would result in 150 new persons in the project area, some of which may be school-age children. There would be an increase in the demand for VUSD school services if the homes are ultimately occupied by people from outside the City or County. The VUSD School Facilities Needs Analysis (VUSD 2020) states that while there is available permanent capacity at the middle school level, there is a shortage of permanent capacity at both the elementary school and high school levels (VUSD 2020). Using the generation rates provided by VUSD, the project is anticipated to have eight elementary students, four middle school students, and five high school students (VUSD 2020).

The project would be required to pay the current statutory developer fee of $4.08 per square foot of residential construction as a condition of building permit approval (as of 2018). In August 1998, the Governor signed into law SB 50, also known as the Leroy Greene School Facilities Act of 1998. This bill made major changes in the State Facilities Program as well as the rules and regulations surrounding the use of "developer fees" as mitigation for school districts in California. Education Code §17620 was amended to create the provisions of Government Code §65995. Developer fees may be used for multiple purposes, including to fund construction or reconstruction of school facilities, and to fund costs attributable to the increased demand for public facilities reasonably related to the development in order to refurbish existing facilities to maintain the existing level of service or achieve an adopted level of service that is consistent with a general plan (VUSD 2020). Therefore, with payment of the required developer fee, the project's impacts would be less than significant.

a4. LESS THAN SIGNIFICANT IMPACT. The project would add 46 new residences, which would introduce new residents to the area that would likely use parks. The residences would include a minimum of 200 sf of space within the private rear yards and the project provides 14,923 square feet of common open space. The closest public parks to the project site are Guajome Regional Park, a 394-acre county park that provides a variety of passive and active recreational opportunities (approximately 0.6 mile northwest) and Vista Sports Park, a 20-acre park that provides athletic fields and picnic areas (0.5 mile southwest). According to the City's Parks and Recreation Department, currently there are 19 City parks and recreational areas totaling 764.4 acres, and land allocated for a future park. No additional City parks are considered in the City's General Plan Update 2030 (City 2012). Using the City's reported 2020 population of 98,831, this equates to a ratio of approximately 7.70 acres of park land for every 1,000 residents (U.S. Census Bureau 2021). The General Plan Update 2030 identifies that the City's

goal is 4.49 acres of parkland per 1,000 persons. Thus, the City is currently exceeding the standard and the project would not obstruct the City from maintaining its established service ratio. Therefore, the construction of 46 dwelling units would not result in substantial adverse effects to the existing parks or require the construction of new parks. Impacts would be less than significant.

a5. LESS THAN SIGNIFICANT IMPACT. Future residents of the developed project may occasionally visit other public facilities such as senior centers, community centers, pools, and libraries. All of these facilities are intended to serve the general public. The added population from this project would have a less than significant impact on these types of facilities, as only a small percentage of the project's residents would visit a particular facility on a given day. The proposed project would not individually result in a need to construct new types of other public facilities.

XVI. Recreation *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

RECREATION DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. To be conservative, if the population of the project site is comprised entirely of new residents to the City, the project would increase the City's population by approximately 150 persons. New residents would likely have a demand for public parks. The closest public parks to the project site are Guajome Regional Park, a 394-acre county park and Vista Sports Park, a 20-acre City park, each located approximately 0.6-mile northwest and southwest respectively of the site. The City establishes a park service ratio, in part to determine when new parks are needed to adequately serve the City's residents, which allows for existing parks to not be overburdened and deteriorate. As discussed about in item XV a4, the City is currently exceeding the standard, providing over 7 acres of parkland per 1,000 residents (in comparison to the standard of 4.9 acres of parkland per 1,000 residents). Additionally, the project would be required to pay a development impact fee for parks of the adopted value at the time of project approval. This fee is collected by the City and used to provide park improvements and land acquisition for new parks. Therefore, the project would not Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts are less than significant.

b. No Impact. Private recreational space would be provided among the individual rear yards that would be a minimum of 200 sf per residence. The project would also provide an additional 14,923 sf of common open space. The project does not include any formal recreational facilities (playgrounds, picnic areas, etc.) and would not require the construction of expansion of recreational facilities. As discussed in item XV a4, the City currently exceeds its established service ratio for parks by approximately two acres of parkland per 1,000 residents; therefore, no new parks are needed to serve project residents. The project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur.

XVII. Transportation/Traffic *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

LLG prepared a Local Transportation Study (LTS) for the proposed project in November 2021. The findings of the LTS are summarized herein and included as Appendix H of this IS/MND.

TRANSPORTATION/TRAFFIC DISCUSSION

a. NO IMPACT. LOS is the term used to denote the different operating conditions that occur under various traffic volume loads. Roadway segment capacity and LOS standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, however, the performance and LOS of a roadway segment is heavily influenced by the ability of an intersection to accommodate peak-hour volumes. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Within Vista and the San Diego region, intersection performance rather than roadway segment performance is considered a better indicator of poor traffic operations. The Circulation Element of the Vista General Plan 2030 Update states that the City has established LOS D as the threshold for acceptable operating conditions in designated areas (City 2012). In addition, if a roadway or intersection is currently operating at a capacity less than LOS D, additional traffic will have a substantial effect if it adds more than an average two seconds of delay (City 2012). As identified in the LTS, implementation of the project would not result in an increase of traffic that would conflict with the City's thresholds of acceptable operating conditions and thereby the City's General Plan Update 2030 Circulation Element in relation to vehicular traffic.

In addition to LOS, the General Plan Update 2030 contains several Circulation Element alternative transportation policies that are a combination of policies that can be implemented individually on a project-by-project basis, and policies that are programmatic, The project is consistent with the Circulation Element policies by internally providing sidewalks, limiting drive access to main project roadways, and not providing pass through opportunities for vehicle traffic.

Transit service in Vista is provided by the North County Transit District (NCTD). Within the project area, NCTD operates two bus routes: Route 303 is a high frequency route that travels between the Oceanside Transit Center and the Vista Transit Center and travels along North Santa Fe Avenue in the project area; Route 318 also travels between the Oceanside Transit Center and the Vista Transit Center and travels along Bobier Drive, within one mile of the project site. Route 303 has a bus stop

approximately 0.10 mile south of the project site. The project would not affect these existing bus operations or facilities.

Sidewalks are provided intermittently along North Santa Fe Avenue. There is an existing sidewalk on the east side of the street 300 feet north of North Paseo Marguerita to about 330 feet south of Taylor Street. There is also an existing sidewalk on the west side of the street between Museum Way to Bobier Drive. According to the General Plan Circulation Element, a future pedestrian facility is planned on North Santa Fe Avenue from Bobier Drive to the northern City boundary. Taylor Street has a contiguous sidewalk on both the north and south sides of the street. Bobier Drive also has a contiguous sidewalk on both the north and south sides of the street. Camino Largo and Osborne Street have no sidewalks. The project would not affect these existing pedestrian facilities and would not preclude the implementation of future planned facilities.

No bicycle facilities are provided on North Santa Fe Avenue in the project area between Osborne Street and Bobier Drive. A Class II bikeway does exist on North Santa Fe Avenue south of Bobier Drive for 1.5 miles. A future bike lane is proposed in the General Plan Circulation Element on North Santa Fe Avenue between Bobier Drive northward toward the City's northern boundary. No bicycle facilities are provided on Taylor Street in the project area. There is a planned bike lane on Taylor Street between North Santa Fe Avenue and East Vista Way. Bicycle lanes are provided on Bobier Drive in both the eastbound and westbound directions in vicinity of the project. The project would not affect these existing pedestrian facilities and would not preclude the implementation of future planned facilities.

Thus, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impact would occur.

b. LESS THAN SIGNIFICANT IMPACT. The LTS included a VMT assessment for the project. The assessment utilized methodologies from the Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. According to the City's Traffic Impact Analysis Guidelines, projects that are not consistent with the applicable General Plan land use designation only require a VMT analysis if the anticipated ADT would be greater than 500 trips (City 2020). The project is not consistent with the City's General Plan land use designation for the site and will require a General Plan Amendment. As identified in the LTS, the project would generate a total of 460 ADT. The project would not exceed 500 trips per day, and therefore is below the threshold to require a VMT analysis. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. There would be no hazardous design features or incompatible uses introduced because of the project. The project is a typical residential subdivision that is comparable to the surrounding land uses. No unique roadway features, traffic patterns, or incompatible vehicles would be introduced as part of the development. The project proposes to improve Camino Largo, which is currently an unclassified street and improved site access via four separate cul-de-sacs. The improvements to Camino Largo, as well as the cul-de-sacs would be conditioned to be designed in accordance with City standards. The project would also include the addition of a stop sign at the intersection of Camino Largo and North Santa Fe Avenue. In addition, to improve line of sight when turning south onto North Santa Fe Avenue from Camino Largo, two trees would be removed. As a result, the project would not substantially increase hazards due to a design feature. Development of the proposed project would not increase traffic hazards due to incompatible uses that could affect existing traffic or circulation in the project area. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The proposed project would not result in significant impacts to emergency access. During construction of the project, heavy construction-related vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an

emergency (e.g., vehicles traveling behind the slow-moving truck). However, such trips would be brief and infrequent. Furthermore, as discussed in item IX f., the City requires traffic control plans for any construction activity that will disrupt traffic flow on City streets and project conditions of approval would require that emergency access be maintained during construction. Once operational, as discussed above in item XVII.c, access to the project site would be through improvements to the unclassified private street Camino Largo as well as the cul-de-sacs, all of which would be conditioned to be designed in accordance with City standards, and would have sufficient storage for traffic exiting the site. The project has also been designed to incorporate all required VFD standards to ensure adequate emergency access to the site and surrounding areas. Therefore, impacts related to emergency access would be less than significant.

XVIII. Tribal Cultural Resources *a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

TRIBAL CULTURAL RESOURCES DISCUSSION

a1 – a2. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As stated in item V.b, an Addendum to the Cultural Resources Survey (HELIX 2021c) prepared for the project concluded that a single historic resource was identified (consisting of historic house foundations, a reservoir, and construction debris); however, the historic structural remains are not associated with historic persons or events, do not date to the pioneering phase of City's development, and are in a state of deterioration such that they lack integrity. No other historical resources were identified; thus, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

HELIX contacted the NAHC for a Sacred Lands File search and a list of Native American contacts in October 2021. The Sacred Lands File search did not indicate the presence of Native American cultural resources in the immediate project area. Letters were sent to the contacts listed by the NAHC in November 2021. In addition, detailed project data was provided both to the San Luis Rey Band of Luiseño Indians (San Luis Rey) and the Rincon Band of Luiseño Indians (Rincon) based upon the results from both the previous and current studies. Responses were received from Rincon, San Luis Rey, the Pechanga Band of Indians, and the San Pasqual Band of Mission Indians (San Pasqual), as summarized below in Table TR-1, *Native American Contact Program Responses*.

Table TR-1
NATIVE AMERICAN CONTACT PROGRAM RESPONSES

Contact/Tribe	Response
San Luis Rey Band of Luiseño Indians	Responded on November 30, 2021, requesting to meet in person to discuss the project and Tribal sensitivity thereof. Meeting was held on December 2. Based on the cultural sensitivity of the area and the results of monitoring of other projects in the area, monitoring is recommended.
Rincon Band of Luiseño Indians	Responded on November 18, 2021 that the project is located within their specific area of historic interest. Requested a field visit, which was held on December 16, 2021.
Pechanga Band of Indians	Responded on December 16, 2021, stating that the project is situated within the Band's ancestral territory and requesting consultation with the City, archaeological and Native American monitoring, and copies of any project documentation.
San Pasqual Band of Mission Indians	Responded on November 24, 2021, stating that while the project is located outside reservation boundaries, it is located within San Pasqual's Traditional Use Area.

On November 18, 2021, Rincon responded that, "The identified location is within the Territory of the Luiseño people and is also within Rincon's specific Area of Historic Interest (AHI)" (letter from Cheryl Madrigal, The Rincon Band recommends conducting an archaeological/cultural resources study, to include an archeological record search and complete intensive survey of the property. Additionally, we ask that a professional Tribal monitor from the Rincon Band to accompany the archaeologist during the survey. If the field investigation already concluded, we ask to be provided the opportunity to visit the project site to assess impacts to Tribal Cultural Resources (TCRs), Tribal Cultural Landscapes (TCLs), or Traditional Cultural Properties (TCPs). The Rincon Band further requests to consult directly with the lead agency regarding project impacts to cultural resources.

San Luis Rey also responded in writing on November 30, 2021, requesting to meet in person to discuss the project and Tribal sensitivity thereof (letter from Carmen Mojado, Cultural Resources Manager, November 30, 2021).

San Luis Rey requested copies of any survey report prepared for the project and that a Luiseno monitor be present during survey of the project.

Lastly, the Pechanga Band of Indians responded in writing on December 16, 2021, stating that the project is located within the Tribe's ancestral territory and requesting government-to-government consultation with the City, monitoring by a qualified archaeologist and Tribal monitor from Pechanga, and copies of project documentation including grading plans, project reports, and site records pertaining to the project area (letter from Paul Macarro, Cultural Coordinator, December 16, 2021).

San Pasqual responded in writing on November 24, 2021, stating that while the project is located outside reservation boundaries, it is located within San Pasqual's Traditional Use Area (TUA) (letter from Angelina Gutierrez on behalf of Desiree M. Whitman, Tribal Historic Preservation Officer, November 24, 2021).

Due to the cultural significance of the region and the geologic units present at the site, there is potential to discover previously unknown TCRs at the project site. However, implementation of mitigation measures CR-1 through CR-6 listed above in Section V, Cultural Resources of this IS/MND would reduce potential impacts to TCRs to less than significant levels. Impacts are less than significant with mitigation.

XIX. Utilities and Service Systems *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

UTILITIES AND SERVICE SYSTEMS DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. The project would add new residents to the area that would generate a demand for utility services as well as introduce new impervious surfaces that would increase the amount and rate of stormwater runoff.

The project would include the installation of eight-inch water pipelines that would connect to the existing ten-inch pipeline owned and operated by VID within North Santa Fe Avenue. VID, as the water service provider for the site, reviewed the site plan in relation to VID's existing infrastructure and service obligations and determined that the proposed water infrastructure configuration is suitable for a single-family residential development of this size. VID will require full width (curb to curb) access and utility easements over all private roads within the development. This would be included as a project condition of approval. In addition, the project site would include local connections to the existing municipal sewer system. The project's proposed eight-inch private sewer pipe would connect to the Vista Sanitation District's existing 12-inch sewer mains in the surrounding area. A 6,572-sf biofiltration basin would be installed in the southwest corner of the project site and a 4,675-sf underground stormwater vault would be installed along the eastern boundary of the project site. Additional storm drain facilities would include a curb and gutter system.

Dry utilities that include electric, gas, and telecommunication infrastructure would also be extended to the site from existing infrastructure. The existing SDG&E electrical transmission line pole would be removed and the associated overhead electrical lines that traverse the site would be undergrounded across the site and reconnected to the existing infrastructure off-site and a quitclaim would be required

for the existing underground easement. The existing utility facilities would have adequate capacity to support the proposed project. The project would not result in the need for new or expanded water, wastewater treatment or storm drainage, electric power, natural gas, or telecommunication facilities. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. Development of the project site, a former nursery, would increase the demand for water that is needed to serve the proposed 46 single-family residences. Water service for the project would be provided by the VID from existing infrastructure in North Santa Fe Avenue. VID is a member agency of the San Diego County Water Authority (SDCWA) and imports approximately 70 percent of its potable water from SDCWA, who in turn purchases water from the Metropolitan Water District of Southern California (MWD). The remaining 30 percent of VID's supply is from Lake Henshaw, which is fed through precipitation from the San Luis Rey watershed. Using the demand factor for single-family residential land use designation in VID's *Potable Water Master Plan*, the average daily demand of potable water for the proposed project would be approximately 10,230 gpd (9.3 acres x 1,100 gpd per acre; VID 2018).

Water supplies necessary to serve the demands of the proposed project, along with existing and other projected future users, and the actions necessary to develop these supplies (e.g., conservation via SB 7 of the Seventh Extraordinary Session [or SBX 7-7], efficiency standards, etc.) have been identified in the Urban Water Management Plans (UWMPs) of VID, the SDCWA, and MWD. California's urban water suppliers are required to prepare UWMPs in compliance with the Urban Water Management Planning Act (California Water Code §10610 et seq.) and the Water Conservation Bill of 2009 (SBX 7-7). UWMPs are prepared every five years by urban water suppliers to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands over a 20-year planning horizon, including the consideration of various drought scenarios and Demand Management Measures. The passage of SBX 7-7 in 2009 was enacted to require retail urban water agencies within California to achieve a 20-percent reduction in urban per capita water use by December 31, 2020 (Water Code Section 10608.20). As a result, SBX 7-7 also requires that UWMPs report base daily per capita water use (baseline), urban water use target, interim urban water use target, and compliance daily per capita water use. VID, SDCWA, and MWD calculate future demands within their respective service areas based on SANDAG's projected population and growth rate projections; SANDAG's projections are based on the land use policies in the general plans of the jurisdictions within San Diego County. These projections provide consistency between retail and wholesale agencies' water demand projections, thereby ensuring that adequate supplies are being planned for existing and future water users.

According to VID's *2015 Urban Water Management Plan* (*VID's UWMP*) (June 2016), VID will use local water resources whenever possible; however, if there is a shortfall, they would rely on SDCWA supplies. In the analysis of a normal water supply year, as described in *VID's UWMP* (June 2016), if SDCWA, MWD, and VID supplies are developed as planned and SBX 7-7 conservation targets are achieved, no shortages are anticipated within VID's service area in a normal year through 2040. That would mean that VID's entire projected potable water supply would meet the entire projected SBX 7-7 water demand of 25,411 acre feet in 2035. In the analysis of a single-dry year through 2040, *VID's UWMP* (June 2016) indicated that if SDCWA, MWD and VID supplies are developed as planned and SBX 7-7 conservation targets are achieved, no shortages are anticipated within VID's service area. However, for multiple-dry year reliability analyses, the conservative planning assumption used in *VID's UWMP (*June 2016*)* expects that MWD would be allocating supplies to its member agencies. As a result, some level of shortage could be potentially experienced. As stated above, when shortages occur in VID's resources, the SDCWA would use various measures to cover the shortfall, as described below.

The SDCWA was established pursuant to legislation adopted by the California State Legislature in 1943 for the primary purpose of supplying imported water to San Diego County for wholesale

distribution to its member agencies. These imported water supplies consist of water purchases from MWD, core water transfers from Imperial Irrigation District (IID) and canal lining projects that are wheeled through MWD's conveyance facilities to the SDCWA's pipelines (or aqueducts), and spot water transfers that are pursued on an as-needed basis to offset reductions in supplies from MWD. Following the major drought in California of 1987 - 1992, which led to severe water supply shortages throughout the state, the SDCWA and its member agencies vigorously developed plans to minimize the impact of potential shortages by diversifying its supplies and strengthening its conservation programs. *SDCWA's UWMP* (June 2016) identifies a diverse mix of water resources projected to be developed over future years to ensure long-term water supply reliability for the region. The SDCWA, as a wholesale supplier, is also required by law to support its retail member agencies' efforts to comply with SBX 7-7 through a combination of regionally and locally administered active and passive water conservation measures, programs, and policies, as well as the use of recycled water. Examples of active measures and programs include residential and commercial water use surveys and education programs. Examples of passive measures include programs that encourage long-term behavior change towards measurable reductions in outdoor water use; increase the landscape industry's basic knowledge regarding the interdependency between water efficiency design, irrigation design, and maintenance; and participation on statewide, national, and industrial committees to advance behavior-based conservation strategies. Additional passive programs and policies include outreach activities, plumbing code changes, legislation, and conservation-based rate structures.

According to the *SDCWA's UWMP* (June 2016) section on water supply reliability, under a single dry-year assessment it was assumed that MWD would have adequate supplies in storage and would not be allocating supplies. With the previous years leading up to the single dry year being wet or average hydrologic conditions, MWD should have adequate supplies in storage to cover potential shortfalls in core supplies and would not need to allocate. It is anticipated that the SDCWA would be able to meet VID's increased demands during a single-dry water year. During multiple-dry water years, there is a potential for shortages, if MWD allocates its supplies. If a shortage occurs, the SDCWA plans to utilize action measures in its Water Shortage and Drought Response Plan. These actions include dry-year supplies, carryover storage, and regional shortage management measures to fill the shortfall. The SDCWA's dry-year supplies and carryover storage are components of managing potential shortages within the region and for increasing supply reliability for the region. The dry-year supplies assist in minimizing or reducing potential supply shortages from MWD. In recent years, the SDCWA has developed a carryover storage program to manage supplies more effectively. This includes in-region surface storage currently in member agency reservoirs and increasing capacity through the raising of San Vicente Dam, which was completed in June 2014. The SDCWA also has an out-of-region groundwater banking program in the California central valley. Through these efforts, SDCWA can store water available during wet periods for use during times of shortage. In years where shortages may still occur, after utilization of carryover storage, additional regional shortage management measures, such as securing dry-year transfers and extraordinary conservation achieved through voluntary or mandatory water-use restrictions would also be undertaken. On the local level, additional water conservation for new developments in Vista is achieved through compliance with the Water Efficient Landscaping Ordinance in the City's Development Code, Chapter 18.56.

In addition to the noted UWMP's described above, other regional and/or State entities may also enact other measures during multiple-dry water years as well, including emergency regulations. For example, on April 1, 2015, Governor Jerry Brown issued the fourth in a series of Executive Orders on actions necessary to address California's current severe four-year drought conditions. The April 1 Executive Order requires, for the first time in the State's history, mandatory conservation of potable urban water use. In response to this order, the State Water Resources Control Board released draft emergency regulations to restrict overall potable urban water usage across the state by 25 percent. These regulations include such prohibitions as irrigating landscapes outside of newly constructed homes and buildings in a manner inconsistent with California Building Standards Code (e.g., CALGreen

requirements for automatic irrigation systems with weather or soil moisture-based controllers and sensors, etc.). Implementation of these prohibitions will be promulgated through VID's regulations. As part of the Conditions of Approval for this project, compliance with applicable VID emergency drought regulations regarding new development would be conducted by appropriate staff during review of project plans and various inspections prior to the approval of a Certificate of Occupancy. Therefore, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. Based on the City's Sewer Master Plan Update (August 2017), the proposed project would be expected to generate approximately 13,346 gpd of wastewater (9.3 acres x 1,435 gpd per acre) (City 2017). The project site would include local connections to the existing municipal sewer system. The project's proposed eight-inch private sewer pipe would connect to the Vista Sanitation District's existing 12-inch sewer mains in the surrounding area. Wastewater from the project would be treated by the Encina Water Pollution Control Facility. Wastewater generation from the proposed project would not exceed the capacity of the Encina facility to treat it. Therefore, the project's contribution of wastewater would be sufficiently handled by the wastewater treatment provider. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. Development of the project may result in a slight increase in domestic municipal solid waste generation because of the proposed land use. The project would construct 46 single-family homes, which would result in a population increase of approximately 150 people. However, the project would be conditioned to comply with AB 939, which requires cities to divert 50 percent of solid waste to recycling programs and away from landfills. Solid waste generated by the proposed project would either be hauled to Sycamore Landfill in San Diego, which has a permitted capacity of 2,500 tons per day (tpd) and an average daily intake of 900 tpd or disposed of at the Palomar Waste Transfer Station in Carlsbad, which has a permitted daily capacity of 2,250 tpd. Either of these solid waste facilities is capable of accommodating the solid waste generated by the proposed project. Because the project's contribution would be negligible in terms of the remaining capacity of these available landfills, impacts would be less than significant. No mitigation measures are required.

e. NO IMPACT. The proposed project would be conditioned to comply with all regulations related to solid waste such as the California Integrated Waste Management Act and city recycling programs; therefore, significant impacts would not occur.

XX. Wildfire *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

WILDFIRE DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. As discussed in item IX.f of this IS/MND, the City participates in the County's Multi-Jurisdictional Hazard Mitigation Plan (County 2017). The proposed project would be included in this plan because the project site is located within the City limits. The project site is currently accessed via a gated entrance off of North Santa Fe Avenue near the intersection of Camino Largo. With project implementation, site access would be via improvements to Camino Largo with four cul-de-sacs streets and one private street serving only four lots that provide access to the residences. To meet the requirements for emergency access, the private streets are 40 feet wide curb to curb distance to allow for parking on both sides of the streets as well as required emergency access.

As stated above in item IX.f, during construction, heavy construction-related vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such trips would be brief and infrequent, and access for emergency vehicles would always be maintained. As a result, the project's construction impacts would be less than significant. Operation of the proposed project would involve an increase in traffic in and out of the project site due to the anticipated population growth at the site. However, the project would improve Camino Largo, which is currently a gravel roadway. Therefore, implementation of the project would not result in interference with emergency response access, and the impacts related to the operation of the project would be less than significant. Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Associated wildfire impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. Please also see response to item IX.g, of this IS/MND. According to the FHSZ maps prepared by CAL FIRE, the proposed project is not located within a VHFHSZ (CAL FIRE 2009). The project site is located in an urbanized environment. There are no wildlands immediately adjacent to the project site, which significantly reduces the risk of wildland fire damage to people and structures in the area. Additionally, implementation of the proposed project would not heighten wildfire risks, as it would include structures that would install standard fire safety features and the site is almost entirely developed with and surrounded by urban uses. Further, the project would adhere to the CBC, California Fire Code, and County Fire Code. Therefore, the proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and any impacts related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. The proposed project is located in an area developed with a combination of residential uses, a church, and a regional park. The project does not involve the installation of fuel breaks, emergency water sources, or power lines. The project would involve the construction of internal cul-de-sacs and the extension of existing utilities, such as sewer, water, electric, gas, and telecommunication facilities. Additionally, the existing overhead electrical lines that traverse the site would be relocated underground. However, such utility improvements would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The proposed project would occur within an area developed with residential land uses, a church, and a regional park. As stated in item XX.b above, the proposed project would not exacerbate wildfire, and would not expose project occupants to significant levels of pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As discussed in Section VII, the project is not subject to landslides or flooding thus, the risk of people and structures experiencing significant risks such as downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes is negligible. As such, impacts would be less than significant.

XXI. Mandatory Finding of Significance *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

MANDATORY FINDINGS OF SIGNIFICANCE DISCUSSION

a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. With the incorporation of mitigation measures identified in this IS/MND, the proposed project would not have the potential to degrade the quality of the environment, reduce the habitat of any sensitive plant or animal species, or eliminate important examples of California history or prehistory.

As discussed in Section IV, Biological Resources of this IS/MND, the proposed project could result in significant temporary (direct) impacts to active bird nests on and off-site during the bird breeding season. However, if avoidance of the avian breeding season is not feasible, then Mitigation Measure BR-1 would be implemented, which would reduce these potentially significant impacts to biological resources to less than significant levels.

As described in Section V, Cultural Resources of this IS/MND, there a potential for unknown subsurface cultural resources/Tribal Cultural Resources, given the presence of alluvial and colluvial deposits. Such resources, if present, could provide material to address important research questions and may contain culturally sensitive material. Therefore, encountering unforeseen archaeological resources during ground-disturbing activities may result in significant impacts. With implementation of Mitigation Measures CR-1 to CR-6, these impacts would be reduced to less than significant levels.

b. LESS THAN SIGNIFICANT IMPACT. There are two projects considered in the cumulative analysis: (1) North Santa Fe Plaza Apartments, a 19-unit four-story apartment complex with a 760-sf coffee shop on 0.65 acre and Alliance North Santa Fe, a 60-unit, four-story apartment complex. Both projects are within a one-mile radius of the proposed project.

Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. As discussed under item III b., the project's long-term emissions of criteria pollutants and precursors would not exceed the SDAPCD daily or annual screening thresholds. Therefore, the project's operational activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Similarly, the project would have a less than significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

All resource topics associated with the project have been analyzed in accordance with State CEQA Guidelines and found to pose no impact, less-than-significant impact, or less than significant with mitigation. In addition, taken in sum with other projects in the area the scale of the proposed project is small and impacts to any environmental resource or issue areas would not be cumulatively considerable. Therefore, impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The project would not consist of any uses or activities that would negatively affect any persons in the vicinity. In addition, all resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and found to pose no impact, less-than-significant impact, or less than significant with mitigation. As discussed in Section IX, Hazards and Hazardous Materials of this IS/MND, with the implementation of HAZ-1 there are no concerns from past nursery activities at the site. As discussed in Section IX, the project-related impacts are localized and confined to 5 cy of soil within a 120-sf area. There is the potential for land use consistency conflicts in relation to noise impacts upon future residents of the project site; however, with implementation of mitigation measures LU-1 and LU-2 potential impacts are reduced to less than significant. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

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Chapter 4 – References and List of Preparers

References

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this IS/MND where that information is relevant to the analysis of impacts of the proposed project. Referenced documents that are followed by a star (*) are on file and available for review at the City of Vista Planning Division office located at 200 Civic Center Drive, Vista. Referenced documents that are followed by a double star (**) are available on the City's web site at http://www.cityofvista.com/.

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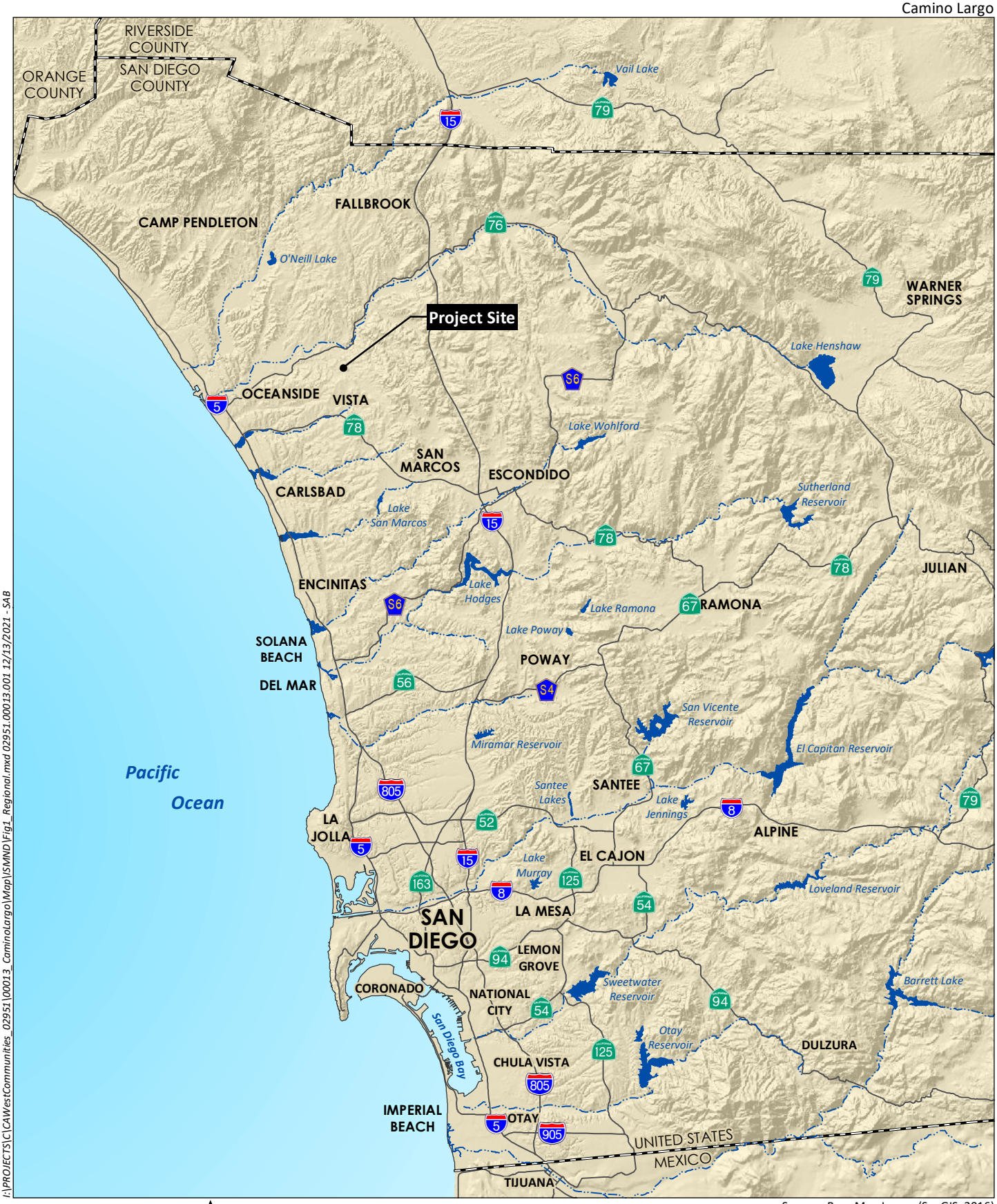
ATTACHMENT A

FIGURES



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0 8 Miles

Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

Regional Location

Figure 1

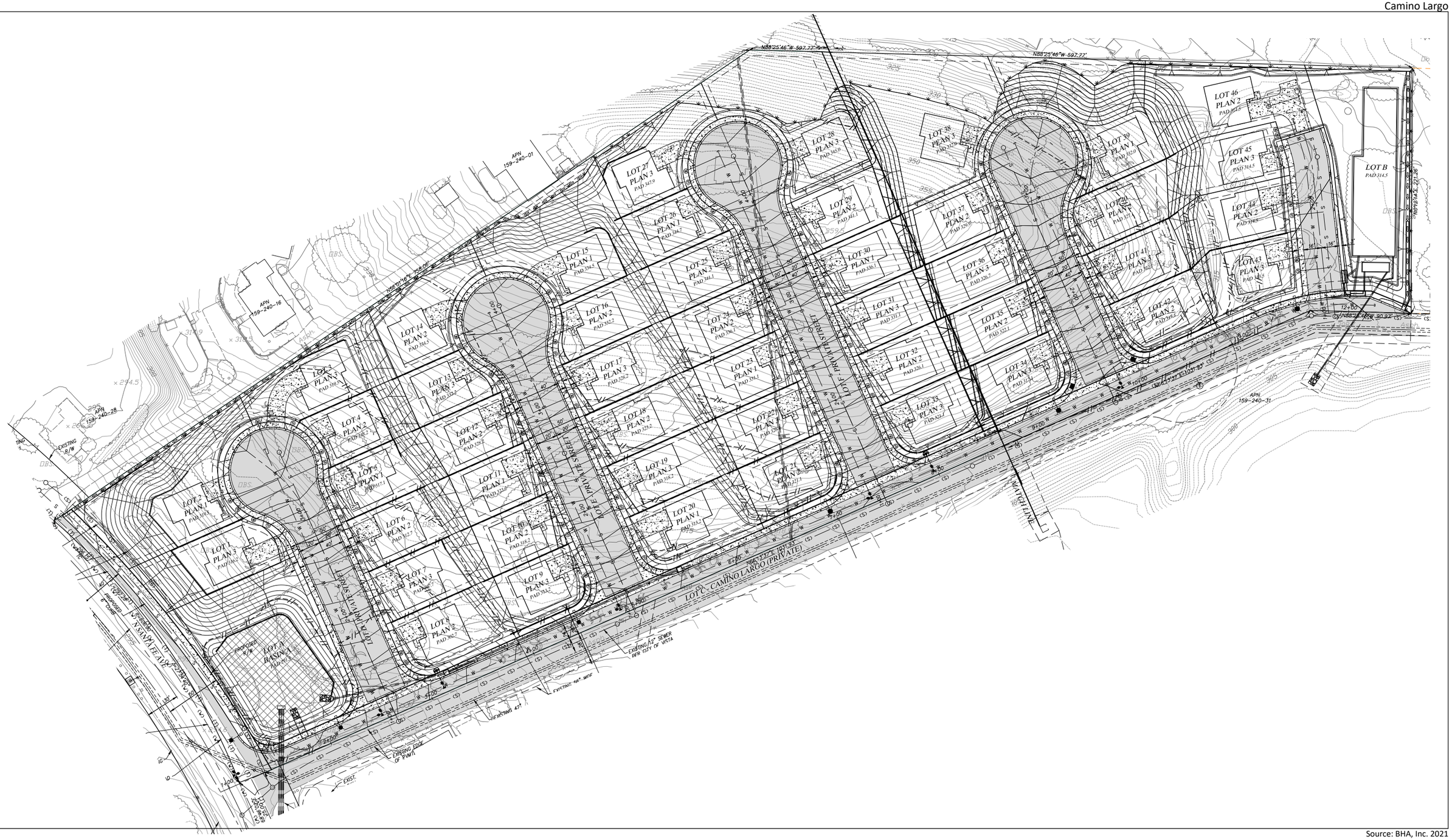
Source: Aerial (NearMaps, 2019)

HELIX Environmental Planning

Project Vicinity

Figure 2

Camino Largo



Source: BHA, Inc. 2021

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HELIX Environmental Planning

Site Plan

Figure 3