



**REVISED 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:** September 14, 2022 – October 3, 2022

Section 15073.5 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.) sets forth the conditions under which a substantially revised mitigated negative declaration must be revised prior to its adoption by the lead agency. Recirculation of the Initial Study/Mitigated Negative Declaration (IS/MND) is required “when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption.” A “substantial revision” is defined as:

1. A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
2. The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

CEQA guidelines further provide that recirculation is not required under the following circumstances:

1. Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
2. New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.
3. Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
4. New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modification to the negative declaration.

The revised analysis included as part of this revised IS/MND includes additional information that indicates there would be no new significant impacts that were not previously disclosed nor would new or revised mitigation measures or project revisions be required. Therefore, the CEQA guidelines requirements for recirculation would not be met. However, the City of Vista (City) has determined that it will recirculate portions of the Draft IS/MND to provide the public an opportunity to review the additional analysis that further demonstrates the project's consistency with the applicable air quality attainment plan in the Air Quality section, and clarification to the language in the Land Use and Planning, and Population and Housing sections. These portions of the Revised IS/MND are available for a 20-day public review period as described below.

In reviewing the Revised IS/MND, the reviewer should focus on the sufficiency of this document in identifying and analyzing the potential impacts on the environment and ways in which the potentially significant effects of the Project are avoided or lessened. The reader can view all deleted text as indicated in strikethrough format. **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 also 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.

TABLE OF CONTENTS

Topic	Page
Chapter 1 – Introduction	1-1
CEQA Overview	1-1
Chapter 2 – Environmental Setting and Project Description	2-1
Project Overview.....	2-1
Existing Environmental Setting	2-1
Surrounding Land Uses	2-2
Proposed Project Description.....	2-2
Chapter 3 – Initial Study Environmental Checklist	3-1
Project Information	3-1
Environmental Factors Potentially Affected	3-2
Environmental Determination	3-2
Evaluation of Environmental Impacts.....	3-3
III. Air Quality	3-4
XI. Land Use and Planning.....	3-11
XIV. Population and Housing.....	3-16
Chapter 4 – References and List of Preparers.....	4-1
References	4-1
Individuals and Organizations Consulted	4-3
Preparers.....	4-3

- Attachment A – Figures**
- Attachment B – Comment Letter (DeLano & DeLano on behalf of GuARD, July 15, 2022)**
- Attachment C – Draft Initial Study/Mitigated Negative Declaration**

This page intentionally left blank

Chapter 1 – Introduction

CEQA Overview

The City has prepared a Revised IS/MND for the proposed Camino Largo Residential Project General Plan Amendment, Zone Change, Tentative Subdivision Map, and Site Development Plan (project).

The Draft IS/MND was previously circulated for public review from May 11, 2022 to May 30, 2022. All interested persons and organizations had an opportunity during this time to submit their written comments on the Draft IS/MND to the City. Since the previous circulation, portions of the Draft IS/MND have been revised to provide additions and changes to the environmental analysis, pertaining to the issue areas of Air Quality, Land Use and Planning and Population and Housing (discussed further below). While these revisions do not meet the criterion described under State CEQA Guidelines Section 15073.5(b)(1), the City has determined to afford interested parties an opportunity to comment on the additional analysis and revised language, and affected sections of the Draft IS/MND shall be recirculated.

Specifically, as a result of a comment letter that was received after the close of the previous public review comment period (May 11, 2022 to May 30, 2022), the City has revised portions of the Draft IS/MND as appropriate, to provide additional information and analysis to address whether the vehicle trips associated with the development of the project site would exceed what was accounted for in the State Implementation Plan (SIP) (see Attachment B). To determine this, additional analysis was conducted to demonstrate consistency between the proposed project and the growth assumptions used in the SIP. The analysis compares the SANDAG Series 13 Regional Data (which the 2020 Attainment Plan derives growth assumptions) to the number of units that are forecasted to be constructed in the City (number of units that have been recently constructed and/or are reasonably foreseeable to be constructed) throughout the planning horizon. After adjusting for projects that did not come to fruition and additional projects that have been approved/entitled and, including to be conservative, those that are pending/in review process at the City, there would be an additional 1,121 units to be constructed in the City since 2020. The additional 1,121 units, which includes the proposed 46 units associated with the project, would result in 33,936 units, which is within the number of units that were considered in the SANDAG forecast and thereby the Attainment Plan for 2035 and 2050 (35,307 units and 40,181 units, respectively). Thus, the number of units and the associated vehicle trips in the proposed project would be consistent with the growth assumptions used to develop the region's Attainment Plan. Impacts would remain less than significant and this additional analysis does not merit changes to the Air Quality, Greenhouse Gas Emissions, and Energy Technical Report, as included as Appendix A of the Draft IS/MND (Attachment C).

In addition, the Land Use and Planning and Population and Housing sections are being recirculated to include clarifications in relation to the City's General Plan Housing Element and the Regional Housing Needs Assessment (RHNA). The City requests that reviewers limit their comments to the revised portions of the Revised IS/MND.

This Revised IS/MND includes only the sections of the Draft IS/MND that are being recirculated: Air Quality; Land Use and Planning; and Population and Housing. The Draft IS/MND is included as Attachment C of this Revised IS/MND. As shown in this Revised IS/MND and based on the analysis contained in the Draft IS/MND, it has been determined that the proposed project would not result in any significant impacts that cannot be mitigated to less than significant levels. The Revised IS/MND concludes that the project would result in the following categories of impacts, depending on the environmental resource involved: no impact; less than significant impact; or less than significant impact with the implementation of project-specific mitigation measures. Therefore, preparation of a

Mitigated Negative Declaration is appropriate. No additional mitigation measures are proposed as a result of the changes included in this Revised IS/MND.

Comments on both documents, the Draft IS/MND (circulated from May 11, 2022 to May 30, 2022) and this Revised IS/MND, will be included in the Final IS/MND.

In accordance with Section 15074 of the State CEQA Guidelines, prior to approving the project, the City Council will consider the Revised IS/MND together with any comments received during the public review process and approve the project only if it finds that there is no substantial evidence that the project will have a significant effect on the environment and that the Revised IS/MND reflects the independent judgment and analysis of the City Council.

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 use are to the south and east of subject project site. Current access to the site is via a gravel private road 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 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 five 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 five 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 which was adopted 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 PM₁₀-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.

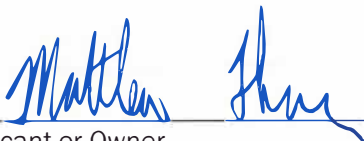


Signature

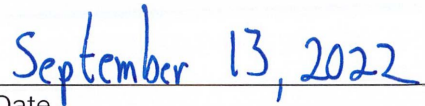
September 13, 2022

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.

III. Air Quality	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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~~ the Draft-IS/MND (Attachment C).

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.

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.

SANDAG Series 13, Regional Data represent the baseline forecast, which is presented in the adopted 2015 Regional Plan and 2018 Regional Transportation Plan, from which the 2020 Attainment Plan derives growth projections. The SANDAG Series 13 Regional Data for the City indicates the City will support an additional 9,312 dwelling units between the years 2012 through 2050, for a total of 40,181 units in the year 2050; the SANDAG Series 13 Regional Data also predicts 35,307 units by 2035 for the City. To provide a conservative analysis, New Tables AQ-1 and AQ-2 identify the projects from Table 40 of the General Plan Update Housing Element that have come to fruition in addition to projects that have either been approved by the City or are in the process of being heard for consideration/approval by the City since 2020 (City 2021; 2022). As shown in new Tables AQ-1 and AQ-2 below, to date adjusting for projects that did not come to fruition and additional projects that have been approved/entitled and conservatively including those that are pending/in review process with the City, including the proposed project, there is an additional 1,121 units within the City that have either been approved and/or are pending.

Table AQ-1. Entitled/Approved Units (as of August 17, 2022)

Project	Units
<u>Vista Grande Subdivision</u>	<u>28</u>
<u>Bella Vista Apartments</u>	<u>48</u>
<u>North Santa Fe Plaza Apartments</u>	<u>19</u>
<u>The Alcove at Pala Vista</u>	<u>5</u>
<u>Taylor Terrace Apartment Development</u>	<u>12</u>
<u>619 Towns</u>	<u>10</u>
<u>Cedar Road Townhomes</u>	<u>35</u>
<u>Vista Hannalei</u>	<u>45</u>
<u>Civic Center Villas</u>	<u>10</u>
<u>Nassar Homes</u>	<u>22</u>
<u>Green Oak Villas</u>	<u>107</u>
<u>Pheasant Hill</u>	<u>24</u>
<u>Santa Anita Townhomes</u>	<u>24</u>
<u>Nueva Vista</u>	<u>22</u>
<u>Campbell Annexation</u>	<u>2</u>
<u>Branding Iron Estates</u>	<u>4</u>
<u>Green Oak Ranch</u>	<u>3</u>
<u>Vista Grande Parcel Map</u>	<u>4</u>
<u>Foothill Drive Tentative Subdivision Map</u>	<u>6</u>
<u>Vista Grande Annexation</u>	<u>14</u>
<u>Anderson Lane Minor Subdivision</u>	<u>3</u>
<u>Alta Vista Subdivision</u>	<u>9</u>
<u>Alliance North Santa Fe</u>	<u>60</u>
<u>Warmlands Subdivision</u>	<u>11</u>

<u>Project</u>	<u>Units</u>
<u>Olive Avenue Annexation</u>	<u>8</u>
<u>Anza Avenue Subdivision</u>	<u>15</u>
TOTAL	550
<u>Source: City 2022, Adopted and Certified Housing Element 2021-2029</u>	

Table AQ-2. Pending Projects (as of August 17, 2022)

<u>Project</u>	<u>Units</u>
<u>505 N Santa Fe Avenue</u>	<u>17</u>
<u>Sunset Drive Townhomes</u>	<u>38</u>
<u>1304 N. Santa Fe Apartments</u>	<u>36</u>
<u>1790 Knapp Drive Subdivision</u>	<u>9</u>
<u>1205 Melrose Way Subdivision</u>	<u>15</u>
<u>Highland Parcel Map</u>	<u>4</u>
<u>Rancho Lomas Verdes Annexation</u>	<u>153</u>
<u>Camino Largo Subdivision</u>	<u>46</u>
<u>650 Sycamore</u>	<u>253</u>
TOTAL	571
<u>Source: City 2022, Vista Interactive Map/Development Projects</u>	

According to the California Department of Finance, the City had a total of 32,815 units as of the 2020 census. SANDAG Series 13 Regional Data have predicted 35,307 units by 2035 and 40,181 units by 2050. The additional 1,121 units, which includes the proposed 46 units associated with the project, would result in 33,936 units, which is within the number of units that were considered in the SANDAG forecast and thereby the Attainment Plan for 2035 and 2050. Thus, the project would be consistent with the growth assumptions used to develop the region's Attainment Plan and, therefore, impacts would be less than significant.

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-13, *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-13. 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 Emissions¹	6.4	94.7	46.2	0.2	33.2	17.4
<i>SDAPCD Thresholds</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod; USEPA AP-42 (output data is provided in Appendices A and B of the Draft IS/MND [Attachment C])

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;

PM₁₀ = 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-13, 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-24, *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-24. 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 Emissions¹	3.4	2.2	19.0	<0.1	3.7	1.0
<i>SDAPCD Daily Thresholds</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
<i>Exceed Daily Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
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 Emissions¹	0.6	0.4	3.1	<0.1	0.2	0.2
<i>SDAPCD Annual Thresholds</i>	<i>15</i>	<i>40</i>	<i>100</i>	<i>40</i>	<i>15</i>	<i>10</i>
<i>Exceed Annual Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Appendix A of the Draft IS/MND [Attachment C])

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;

PM₁₀ = 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-24 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.

XI. Land Use and Planning	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 further 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.

As part of the RHNA that was included in the City's General Plan Housing Element Update, the City has recognized the potential for underutilized parcels within the City for the project site to accommodate higher density 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 help meet the Regional Housing Needs Assessment (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 allocation 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 south of 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 by right 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 VIII 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 Study prepared by HELIX and included as Appendix G of the Draft IS/MND included as Attachment C.

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 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 LU-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.

XIV. Population and Housing	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. ~~discussed in Sections III within the number of units that were considered in 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.~~

As discussed in Section III, the City is forecasted to support an additional 9,312 dwelling units between the years 2012 through 2050, for a total of 40,181 units in the year 2050. Conservatively, to date, the City has an additional 1,121 units that have either been approved/entitled and/or are pending

under review process by the City. The additional 1,121 units, which includes the proposed 46 units associated with the project, would result in 33,936 units, which is within the planning projection. Therefore, the population associated with the project has been accounted for in forecasts that are associated with local planning documents and is not considered substantial unplanned growth.

In addition, 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 underutilized sites throughout the City to accommodate higher density residential land uses. 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 throughout the City including those properties that are deemed underutilized. Given that the project would be within the planning forecasts and 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, 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 currently 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.

This page intentionally left blank

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/>.

bHA. 2021a. Preliminary Hydrology and Hydraulic Report. August 31.

2021b. Storm Water Quality Management Plan. December 6.

California Air Pollution Control Officers Association (CAPCOA). 2017. User's Guide for CalEEMod Version 2016.3.2. Available at: <http://www.caCAPCOAleemod.com/>.

California Department of Conservation. 2021. Farmland Mapping and Monitoring Program. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>.

1996. Division of Mines and Geology. Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region. DMG Open - file Report 96 -04.

California Department of Finance. 2020. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2019 and 2020. Accessed October 27, 2020. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>.

California Department of Forestry and Fire Protection (CAL FIRE). 2009. Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE. June 11.

California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. September. Available at: https://www.dtsc-sf.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/68395_Caltrans_2013b_Vibration_Guidance.pdf.

California Stormwater Quality Association (CASQA). 2019. Stormwater Best Management Practices Construction Handbook.

Federal Emergency Management Agency (FEMA). 2012. National Flood Hazard Layer FIRMette 06073C0757G. Available at: [FIRMETTE_3723dd97-1765-4ffa-8b6e-7ce73b35f94c.pdf\(fema.gov\)](http://FIRMETTE_3723dd97-1765-4ffa-8b6e-7ce73b35f94c.pdf(fema.gov)).

- HELIX Environmental Planning, Inc. (HELIX). 2021a. Air Quality and Greenhouse Gas Emissions Technical Report. December.
- 2021b. Biological Resources Due Diligence Assessment of the Camino Largo Property. June
- 2021c. Addendum to Cultural Resources Survey and Assessment. December.
- 2021d. Noise Assessment. December.
- San Diego Association of Governments (SANDAG). 2020. Demographic and Socioeconomic Estimates, Jurisdiction, Vista. August 19.
- San Diego, County of. 2017. Multi-Jurisdictional Hazard Mitigation Plan. October.
- South Coast Air Quality Management District (SCAQMD). 1993. CEQA Air Quality Handbook.
- Tan, S.S., and Giffen, D.G. 1995, Landslide hazards in the northern part of the San Diego Metropolitan area, San Diego County, California, Landslide hazard identification map no. 35, Plate 35A, Department of Conservation, Division of Mines and Geology, DMG Open File Report 95-04.
- United States Department of Commerce Bureau of Census (U.S. Census Bureau). 2021. United States Census Bureau Quick Facts. Available at: <https://www.census.gov/quickfacts/fact/table/oceansidecitycalifornia.vistacitycalifornia/PST045221>.
- Vista, City of. 2022. Vista Interactive Map/List of Development Projects. August.
- 2022 and 2021. Housing Element 2021-2029. Available at: <https://www.cityofvista.com/home/showpublisheddocument/24161/637581635223370000>.
2020. Parks and Facilities. Accessed October 27, 2020. Available at: <https://www.cityofvista.com/city-services/city-departments/recreation-comm-services/parks-and-facilities>.
2020. Traffic Impact Analysis Guidelines. December.
2017. Sewer Master Plan 2017 Update, City of Vista Comprehensive Sewer Management Plan. August.
2012. Vista General Plan Update 2030. February.
2011. Vista General Plan Update 2030. Draft Program Environmental Impact Report. May.
- Vista Irrigation District (VID). 2018. Potable Water Master Plan. April 9.
2016. 2015 Urban Water Management Plan. June 22.
- Vista Unified School District (VUSD). 2020. Vista Unified School District Developer Fee Justification Study. August 13. Available at: https://www.vistausd.org/UserFiles/Servers/Server_3644895/File/Vista%20Unified%20SD%20FINAL%20Developer%20Fee%20Justification%20Study,%202020.pdf.

Individuals and Organizations Consulted

John Conley, AICP – Director of Community Development and Engineering, City of Vista
Patsy Chow – Deputy Director of Community Development/City Planner

Preparers

Kara Palm – Project Manager, HELIX Environmental Planning, Inc.
Julie McCall, Principal Environmental Planner, Quality Assurance/Quality Control
~~Tim Belzman – Principal Environmental Planner, Quality Assurance/Quality Control~~
Brendan Sullivan – Environmental Planner
Sean Bohac - Senior GIS Specialist
Ana Topete – Word Processor/Document Specialist

This page intentionally left blank