
Public Review Draft Mitigated Negative Declaration

TTLIC Vista Old Taylor, LLC Project

JUNE 2025

Prepared for:

CITY OF VISTA

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H	Stormwater Quality Management Plan
I	Noise Technical Report

J Local Transportation Assessment

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ADT	average daily traffic
APN	Assessor's Parcel Number
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
Checklist	Climate Action Plan Consistency Review Checklist
CHRIS	California Historical Resources Information System
City	City of Vista
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
EIR	environmental impact report
GHG	greenhouse gas
GWP	global warming potential
HVAC	heating, ventilation, and air conditioning
I	Interstate
kWh	kilowatt-hour
L _{eq}	energy equivalent level
LOS	level of service
MND	mitigated negative declaration
MT	metric ton
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
O ₃	ozone
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns

Acronym/Abbreviation	Definition
PM _{2.5}	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
project	Vista Old Taylor Project
RAQS	Regional Air Quality Strategy
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO _x	sulfur oxides
SR	State Route
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
VDC	Vista Development Code
VID	Vista Irrigation District
VMT	vehicle miles traveled
VOC	volatile organic compound
VSD	Vista Sanitation District

1 Introduction

1.1 Project Overview

The proposed TTLC Vista Old Taylor, LLC Project (project) consists of a residential development within the City of Vista (City) located at the corner of Taylor Street and Old Taylor Street. The approximately 6.92-acre site includes four contiguous, adjacent parcels (Assessor's Parcel Numbers [APNs] 171-231-01-00, 171-231-12-00, 171-220-28-00, and 171-231-05-00). The applicant, TTLC Vista Old Taylor LLC, proposes the demolition and removal of existing houses, agricultural uses, and other improvements to construct 28 single-family residences, which would result in a proposed density of 4.05 dwelling units per acre. The project would construct an internal roadway, trail, infrastructure connections, landscaping, and open space including an existing pond. The project also involves on- and off-site infrastructure improvements, including a stormwater detention basin and the off-site extension of water, sewer and storm drain lines to connect to the City's infrastructure.

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) requires that any project in the state of California determined to have the potential to result in adverse impacts to the environment be analyzed under the CEQA Guidelines and the results disclosed to the general public (14 CCR 15000 et seq.; California Public Resources Code Section 21000 et seq.). A lead agency is determined under CEQA as the agency with greatest authority over the resources or land the proposed project is likely to impact, often a city, county, school district, or public resource agency. The proposed project would be required to complete environmental review under CEQA, led by the City, to identify and disclose potential environmental impacts associated with the proposed project.

The City has prepared this mitigated negative declaration (MND) in conformance with Section 15070(a) of the CEQA Guidelines. The purpose of the MND environmental evaluation is to describe the proposed project, determine any potentially significant impacts associated with the proposed project, and incorporate mitigation measures into the project design as necessary to reduce or eliminate the potentially significant effects of the project.

1.3 Project Planning Setting

The project site is located in the northern portion of the City adjacent to its border with San Diego County. The Vista General Plan 2030 and Vista Municipal Code guide and govern planning within the city. The project site is located within the San Diego Air Basin (SDAB), which includes San Diego County, and is within the jurisdictional boundaries of San Diego Air Pollution Control District (SDAPCD).

1.4 Public Review Process

Pursuant to CEQA Guidelines Section 15105(b), the MND will be available for a public comment period of not less than 30 days from July 10, 2025 to August 9, 2025

In reviewing the MND, affected public agencies and the interested public should focus on the sufficiency and adequacy of the document in identifying and analyzing the possible impacts on the environment, as well as ways in which the significant effects of the project are proposed to be avoided or mitigated.

Please provide comments on the MND in writing before the end of the comment period. Following the close of the public comment period, the City will consider this MND and comments received in determining whether to approve the proposed project. Written comments on the MND should be sent to the following address by August 9, 2025:

City of Vista
Attn: Michael Ressler, City Planner
200 Civic Center Dr
Vista, California 92084

2 Project Description

2.1 Project Location

The project site is located in the northernmost portion of the City in the northern portion of San Diego County, California, generally located north of State Route (SR) 78, west of Interstate (I) 5, and south of SR-76. The site is situated north of the corner of Taylor Street and Old Taylor Street (Figure 1, Project Location) and south of Hawley Drive. The approximately 6.92-acre site includes four parcels (APNs 171-231-01-00, 171-231-12-00, 171-220-28-00, and 171-231-05-00). The project site is bound by East Vista Way to the east, Old Taylor Street to the south/southeast, Taylor Street to the south, and the City/San Diego County border to the north and west.

2.2 Environmental Setting

The existing project site includes developed and undeveloped areas with an existing manmade pond in its center. Portions of the site that are currently accessed via Taylor and Old Taylor Streets are previously developed with single-family residential homes and associated structures. The site supports previous agricultural uses with space for row crop cultivation in the northeast portion of the site, and hoop houses for indoor cultivation in the eastern portion of the site. The existing site also consists of a pond and riparian vegetation, mature trees, and groundcover vegetation. The project site is designated Medium Low Density Residential (MLD) in the City's General Plan and zoned E-1 (Estates Residential), see Figure 2, Existing Land Use, and Figure 3-A, Existing Zoning. The project is surrounded by Unincorporated residential use to the north and west; Medium High Density Residential (MHD), General Commercial (GC) and Civic Activity (CA) occupied by Vista Fire Department Station 3 to the east; and High Density Residential (HD) to the south.

Regional access to the project site is provided by SR-76 and SR-78, which run east–west 1.93 miles to the north and 2.6 miles to the south of the site, respectively. I-5, which runs north–south approximately 4.8 miles west of the project site, would also allow for vehicular access to the larger San Diego region. The project site is directly accessible via driveways from Taylor Street and Old Taylor Street.

2.3 Project Characteristics

The project would construct a single-family residential development with a private road, open space, and drainage improvements (Figure 4, Site Plan). Proposed activities include the demolition of the existing single-family residences and agricultural uses on site prior to construction. The project proposes to redevelop the site to include 28 single-family residences, which would result in a proposed density of 4.05 dwelling units per acre. Of the 28 total units, the project proposes 12 three-bedroom (“Type 1”) and 16 four-bedroom units (“Type 2”). Parking for each unit would be provided by a two-car driveway (with parking space for two vehicles) and a covered two-car garage, accommodating four parking spaces per unit (112 total). Landscaping would be included throughout the project site and along the project boundary, and the existing pond would be preserved as part of the project's open space. Approximately 4.31 acres would be developed for residential buildings and streets, and a total of 2.59 acres of open space would be provided on site. Drainage improvements would include the construction of a stormwater detention basin located near the site's southwestern corner, which would convey water into a culvert beneath Taylor Street near the southwest corner of the project site, and into the City's underground storm drain system.

Additionally, the project would include off-site improvements that are detailed below.

Off-site improvements for the project include the following:

- Street Improvements – existing removals and/or grind/overlay, installation of curb & gutter, sidewalk, green street requirements and striping
- Water Connection – connect project water system (8-inch PVC pipeline) to existing water mains under Taylor Street and Old Taylor Street, near proposed driveway entrances
- Sewer Connection – connect project sewer system to existing sewer main in Taylor Street and Old Taylor Street, near proposed driveway entrances
- Storm Drain Connection – connect project storm drain system to existing drain inlet along Taylor Street
- Dry Utility Connection – connect project dry utilities to existing dry utility lines within Taylor Street and Old Taylor Street

2.4 Project Construction and Phasing

Project construction would include demolition, site preparation, building construction, paving, and architectural coating. The entirety of the project construction process is expected to last 21 months. The project would be broken up into 6 construction phases including model and buildout.

2.5 Project Approvals

The project requires the following approvals:

- Tentative Subdivision Map
- Site Development Plan

3 Initial Study Checklist

1. **Project title:**
TTLIC Vista Old Taylor, LLC Project
2. **Lead agency name and address:**
City of Vista
200 Civic Center Drive
Vista, California 92084
3. **Contact person and phone number:**
Michael Ressler, City Planner
760.643.5424
200 Civic Center Drive
Vista, California 92084
4. **Project location:**
1022 Old Taylor Street; 938 Taylor Street
Vista, California 92084
5. **Project sponsor's name and address:**
TTLIC Vista Old Taylor LLC
4350 Von Karman Ave, Suite 200
Newport Beach, California 92660
Contact: Michael Torres 925.331.7006
6. **General plan designation:**
Medium Low Density Residential (MLD) (Density of 5 dwelling units/ acre)
7. **Zoning:**
Estates Residential (E-1)
8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The proposed project involves the demolition of existing houses, agricultural uses, and other improvements to construct twenty-eight (28) single family detached homes with an internal roadway, trail, infrastructure connections, landscaping, and open space. The project would also feature a stormwater detention basin located in the southern and southeastern portions of the site, adjacent to Taylor Street and Old Taylor Street. The existing on-site pond would be preserved as part of the project's open space area. Off-site improvements would include extension of water, sewer and storm drain lines to connect to the City's infrastructure. The proposed density would be 4.05 dwelling units/acre.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The site is located in a developed area of the City adjacent to its northern border with San Diego County. There are multifamily residential uses to the south and east within City limits, and rural residential uses to the north and west within San Diego County. The site is bounded by East Vista Way to the east, Old Taylor Street to the south/southeast, Taylor Street to the south, and the City/San Diego County border to the north and west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):
None.**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In compliance with Assembly Bill 52, the City, as lead agency, is responsible for conducting government to government consultation with tribal entities. The 30-day notification period to request Assembly Bill 52 consultation ended on March 17, 2025. To date, two responses to request Assembly Bill 52 consultation were received from the Rincon Band of Luiseño Indians and San Luis Rey Band of Indians. Conclusion of consultation letters were received from the San Luis Rey Band of Indians on May 27, 2025 and the Rincon Band of Luiseño Indians on June 11, 2025, stating that there were no issues with the documentation.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

July 3, 2025

Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project have a substantial adverse effect on a scenic vista?

The project involves the demolition and removal of existing houses, agricultural uses, and other improvements to construct 28 single family residences resulting in a proposed density of 4.05 dwelling units per area. The City of Vista General Plan 2030 environmental impact report (EIR) identified two main viewsheds within the city, the San Marcos Mountains and canyons within the southwestern portions of the City. The project site is approximately 1.5 miles away from the San Marcos Mountains. Due to the distance from the project site and surrounding development any potential visual impacts resulting from the project would be negligible. Furthermore, the topography of the project site is such that it is situated lower than the surrounding areas. Therefore, it is unlikely to obstruct or block any views from the San Marcos Mountains or the canyons in the southwestern portion of the City. The project's design also considers the natural landscape and terrain of the area to minimize its impact on the surroundings. Therefore, impacts related to adverse effects on a scenic vista would be **less than significant**.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The General Plan 2030 PEIR identifies the following as scenic resources within the City: the San Marcos Mountains, ridgelines; hills and valleys; creeks and streams; distant mountains to the north; views of native vegetation; public parks, and recreational facilities (City of Vista 2011a). The closest recreational resource

to the project site is the Tennis Club of Vista, located approximately 0.21 miles southwest of the project site on the other side of Taylor Street. The closest neighborhood park to the project is Brengle Terrace Park, located 2 miles from the project site. The project site is in a developed area, surrounded by existing residential and commercial development. Due to the surrounding development and distances, the project would not impact views of the Tennis Club of Vista or Brengle Terrace Park from public viewpoints.

The project site is located approximately 2.7 miles from SR-78, 1.8 miles from SR-76, and 54.6 miles from I-5. These sections of SR-78, SR-76, and I-5 proximate to the project site are not identified as a Scenic Highway per the Caltrans State Scenic Highways Program. A portion of SR-78 is identified as an Eligible State Scenic Highway; however, this eligible segment begins 33 miles east of the project site in Santa Ysabel. The nearest eligible state scenic highway is SR-78; however, the project site is not visible due to distance (Caltrans 2019). The project site is not located within a viewshed of a state scenic highway and therefore impacts would be **less than significant**.

- c) ***In non-urbanized areas, would the project 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?***

The area surrounding the project site is generally characterized as predominantly semi-rural character with land uses being primarily single-family residential. The project site is surrounded by existing development with residential uses to the north, west, and south, and commercial and residential uses to the east. Regulations governing scenic quality in the City include the Land Use and Community Identity Element of the General Plan and the Vista Development Code (VDC) (Chapter 19.24 of the regulation of street trees). The City has also set forth design guidelines for the City to enhance the level of design of the City (City of Vista 2011b, 2011c, 2012).

The project site is in a developed area surrounded by a mix of commercial and residential uses. The project is compatible with the surrounding area, as it proposes the development of additional single-family residences. The project would provide a transition in density as the project would have a higher density than that of the residences to the northwest and lower density compared to the residences to the south. The proposed density of 4.05 dwelling units per area is within the range of densities observed in similar areas, suggesting that the project would not significantly impact the density of the immediate vicinity. Additionally, the project includes landscaping throughout the project site and along the project boundary. The project would comply with VDC, and the applicant would obtain a tree removal permit for street trees on the project site.

In conclusion, the project site is surrounded by existing development and the project applicant proposes residential uses adjacent to other residential uses. The project would be consistent and would comply with all development code standards and therefore would not conflict with applicable regulations governing scenic quality and impacts would be **less than significant**.

- d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

The project site currently consists of both developed and undeveloped areas, including a human-made pond in the center area, which previously supported agricultural uses in the northeast portion, hoop houses for

indoor cultivation in the eastern portion, as well as riparian vegetation, mature trees, and groundcover vegetation. The project applicant proposes the demolition and removal of existing houses and agricultural uses and would develop the site to include 28 single-family residences. The residences would not use reflective material and therefore would not create a new source of glare. Lighting sources would be limited to street, landscape, and residential light sources, which already exist in the surrounding area. Therefore, while the project site would introduce new residences and associated lighting, the project would be consistent with the surrounding uses and the introduction of new lighting sources would be **less than significant**.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project 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?***

According to the Department of Conservation's Farmland Mapping and Monitoring Program, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is designated as "Urban and Built- Up Land" and is surrounded by parcels designated as "Urban and Built-Up Land" on all sides (DOC 2016). Thus, there would be **no impact** to Farmland, Unique Farmland, or Farmland of Statewide Importance or to conversion of agricultural land to non-agricultural uses as a result of project implementation.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site currently contains two single family residences and small-scale agricultural operations. The project site is zoned Estate Residential (E-1), which permits the use of agricultural crops. The proposed redevelopment of the site would include residential uses and would require the demolition and removal of the existing residences and agricultural uses. In their place, the project site would be developed with 28 single-family residences, an internal roadway, a trail, infrastructure connection, and landscaping. The human-made pond and open space will be preserved. The project site is not zoned for agriculture and therefore would not conflict with existing agricultural zoning and the project site is not under a Williamson Act contract. Therefore, **no impact** would occur due to conflicts within existing zoning for agricultural or Williamson Act contracts.

c) *Would the project 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))?*

As described above, the project site is zoned E-1 and is not zoned as forest land, timberland or timberland zoned Timberland Production. The project would not conflict with the rezoning of forest land timberland or timberland zoned Timberland Production and therefore **no impact** would occur.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site is comprised of both developed and undeveloped areas. The developed areas include a human-made pond and hood houses for indoor cultivation, while the undeveloped areas have supported previous agriculture uses and offer space for row crop cultivation in the northeast. The proposed redevelopment of the site to include residential uses and would require the demolition and removal of the existing residences and agricultural uses. The human-made pond and open space will be preserved. The project site does not contain any forest land and there is no forest land in proximity to the project site. Therefore, there would be **no impact** to forest land resulting from project implementation.

e) *Would the project 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?*

As described above, the project site is currently being utilized for agricultural operations, which is permitted under the E-1 zone. The project site does not contain forest land. The project proposes to redevelop the site to include 28 single-family homes on the project site. Additionally, agricultural and forest land are not located in proximity to the project site. Project impacts related to the conversion of land to non-agricultural use or non-forest use would be **less than significant**.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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"/>

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the SDAB, which includes San Diego County, and is within the jurisdictional boundaries of SDAPCD. Locally, SDAPCD is responsible for developing and implementing the clean air plans for attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) in the SDAB; specifically, the State Implementation Plan (SIP) and the Regional Air Quality Strategy (RAQS).¹ The San Diego Association of Governments (SANDAG) is responsible for developing forecasts and data that are used by the SDAPCD in preparing the SIP and RAQS. The federal ozone (O₃) attainment plan, which is part of the SIP, was adopted in 2020. The SIP includes a demonstration that current strategies and tactics will attain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and is updated every 3 years (most recently in 2016). The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O₃. The SIP and RAQS rely on information from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in San Diego County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in San Diego County as part of the development of their general plans.

¹ For the purpose of this discussion, the relevant federal air quality plan is the O₃ attainment plan (SDAPCD 2020). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the SDAB.

As mentioned above, the SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by San Diego County as part of development of their general plans. As such, projects that involve development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS. However, if a project involves development that is greater than that anticipated in the local plan and/or SANDAG's growth projections, that project might conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

Although SDAPCD and the City do not provide guidance regarding the analysis of impacts associated with air quality plan conformance, San Diego County's Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality does discuss conformance with the RAQS (Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files). The guidance indicates that, if a project, in conjunction with other projects, contributes to growth projections that would not exceed SANDAG's growth projections for the City, that project would not be in conflict with the RAQS (Appendix A). If a project includes development that is greater than that anticipated in the local plan and SANDAG's growth projections, that project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

The proposed density of the project would be 4.05 dwelling units/acre. The project site is designated Medium Low Residential (MLD) in the City's General Plan and zoned E-1 (Estates Residential). According to the City's General Plan, the Medium Low Residential (MLD) designation includes medium to low density, single-family residential development. The project would be inconsistent with the E-1 zone, however because the project is consistent with the land use designation and is eligible for processing under SB 330, R-1 development standards govern the project. Additionally, the City projects that by 2030, 38,779 residents will live in Medium Density Residential dwellings, assuming 3.26 persons per household (City of Vista 2012). Using this assumption, the project would cause a population increase of approximately 91 residents. SANDAG projects that the population of the City would grow by 4,860 residents between 2020 and 2030; the addition of 91 residents within a year would be within the projected addition of 486 residents a year between 2020 and 2030 (SANDAG 2011). The project would not be considered regionally significant because it would not have the potential to substantially affect housing, employment, or population projections within the San Diego region, which are the basis of the RAQS projections. As such, the project would not conflict with or obstruct implementation of the RAQS. Furthermore, the project would not result in substantial construction or operational emissions that would conflict with the local air quality plan.

Therefore, implementation of the project would not conflict with the RAQS or SIP, and proposed development would be consistent with growth projections in the region. Impacts would be **less than significant**.

b) *Would the project 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?*

Past, present, and future development projects may contribute to adverse air quality impacts in the SDAB on a cumulative basis. By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulatively

considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

As neither the City nor the SDAPCD have established numeric thresholds for determining project-level significance of criteria air pollutant emissions for CEQA analyses, the thresholds identified in San Diego County's Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality are applied for the construction and operational emissions analysis.

A quantitative analysis was conducted to determine whether the project could result in emissions of criteria air pollutants that may result in a cumulatively considerable net increase in emissions of criteria air pollutants for which the SDAB is designated as nonattainment under the NAAQS or CAAQS. The SDAB has been designated as a federal nonattainment area for O₃ and a state nonattainment area for O₃, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}). The following discussion quantitatively evaluates potential short-term construction and long-term operational impacts that would result from implementation of the project. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O₃, as well as carbon monoxide (CO), sulfur oxides (SO_x), PM₁₀, and PM_{2.5}. The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate emissions from construction and operation of the project.²

Construction Emissions

Construction of the project would include demolition, site preparation, grading, trenching, installation of utilities, building installation, landscaping, paving, and application of architectural coatings. These construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5}. Application of architectural coatings, such as exterior paint and other finishes, and application of asphalt pavement would also produce VOC emissions. Construction emissions can vary substantially from day to day depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

Project construction emissions were estimated using a combination of CalEEMod default assumptions, and information provided by the applicant where available. The applicant confirmed that 5,500 square feet of existing buildings and 8,525 square feet of existing pavement and concrete would be demolished, generating approximately 803 tons of material that would be hauled off site. For emission modeling

² CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform to calculate construction and operational emissions from land use development projects. The model was developed for the California Air Pollution Control Officers Association in collaboration with multiple air districts across the state. Numerous lead agencies in the state, including SDAPCD, utilize CalEEMod to estimate greenhouse gas (GHG) emissions in accordance with CEQA Guidelines section 15064.4(a)(1).

purposes, it was assumed that construction of the project would commence in March 2024³ and would be completed by May 2025, with operation commencing in 2025. Default values for equipment mix, horsepower, and load factor provided in CalEEMod were used for all construction equipment. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week, up to a maximum of 8 hours per day, in accordance with the City's municipal code. Detailed construction equipment modeling assumptions are provided in Appendix A. Table 1 provides the construction phasing, timeline, construction equipment mix, and vehicle trips assumed for estimating project-generated construction emissions.

Table 1. Project Construction Phasing, Vehicle Trips, and Equipment

Construction Phase	Duration	One-Way Vehicle Trips			Equipment		
		Average Daily Workers	Average Daily Vendor Trucks	Total Haul Trucks	Type	Quantity	Usage Hours
Demolition	March–April 2024	16	4	210	Concrete/Industrial Saws	1	8
					Rubber Tired Dozers	2	8
					Excavators	3	8
Site Preparation	April 2024	18	4	0	Rubber Tired Dozers	3	8
					Tractors/Loaders/Backhoes	4	8
Grading	April–May 2024	16	4	0	Excavators	1	8
					Graders	1	8
					Rubber Tired Dozers	1	8
					Tractors/Loaders/Backhoes	3	8
Building Construction - Utilities	January–March 2025	10	0	0	Excavator	2	8
Paving	January 2025	16	4	0	Pavers	2	8
					Paving Equipment	2	8
					Rollers	2	8
Building	March–April	20	0	0	Grader	1	8

³ The analysis assumes a construction start date of March and conclude in May 2025, which represents the earliest date construction would initiate. While March 2024 has already passed, assuming the earliest start date and duration for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, a shorter modeled duration results in slightly higher daily and annual emissions. Therefore, despite the fact that the construction schedule used for modeling has previously passed, given it represents the worst-case scenario, the analysis is still valid.

Table 1. Project Construction Phasing, Vehicle Trips, and Equipment

Construction Phase	Duration	One-Way Vehicle Trips			Equipment		
		Average Daily Workers	Average Daily Vendor Trucks	Total Haul Trucks	Type	Quantity	Usage Hours
Construction - Streets	2025				Paver	1	8
Architectural Coating	January–February 2025	2	4	0	Air Compressors	1	6

Note: See Appendix A for additional details.

Emissions generated during construction and operation of the project are subject to the rules and regulations of the SDAPCD. Construction of project components would be subject to SDAPCD Rule 55 – Fugitive Dust Control (SDAPCD 2009). Compliance with Rule 55 would limit fugitive dust (PM₁₀ and PM_{2.5}) that may be generated during grading and construction activities by utilizing methods such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily, resulting in an approximately 55% reduction of fugitive dust (CalEEMod default value), to represent compliance with SDAPCD standard dust control measures in Rule 55. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SDAPCD Rule 67.0.1 for Architectural Coatings (SDAPCD 2015).

Table 2 presents the estimated maximum daily construction emissions generated during construction of the project. Details of the emissions calculations are provided in Appendix A.

Table 2. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
2024	3.72	36.2	33.9	.05	9.45	5.46
2025	27.8	9.34	13.1	0.02	0.65	0.43
Maximum Daily Emissions	27.8	36.2	33.9	0.05	0.45	5.46
Emission Threshold	75	250	550	250	100	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns.

See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod and provided in Appendix A. Emissions presented represent the “mitigated” output in CalEEMod, which assumes compliance with SDAPCD Rule 67.0.1, Architectural Coatings, and SDAPCD Rule 55, Fugitive Dust Control.

Thresholds are based on the County of San Diego’s Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality.

As shown in Table 2, maximum daily construction emissions would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction in all construction years.

Operational Emissions

Operation of the project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicular traffic generated by the project; energy sources from natural gas usage; area sources, including the use of landscaping equipment and consumer products; and architectural coatings. Pollutant emissions associated with long-term operations were quantified using CalEEMod using a combination of project-specific information and CalEEMod default values. For purpose of modeling emissions, the project was assumed to begin operation in the year 2025 with the first full year of operation in year 2026⁴.

Area Sources

Area sources include emissions from consumer products, landscape equipment, hearths, and architectural coatings. The area source emissions for consumer products, landscape equipment, hearths, and architectural coatings were estimated based on CalEEMod default assumptions for on-going operations of the project. This source category does not include the emissions associated with natural gas usage in space heating and water heating as these are calculated in the building energy use module of CalEEMod.

Energy Sources

Energy sources include emissions associated with building electricity and natural gas usage (non-hearth). The energy source emissions were estimated based on CalEEMod default assumptions for on-going operations of the proposed residential development.

Mobile Sources

Operation of the project would generate criteria air pollutant emissions from mobile sources (vehicular traffic) as a result of new vehicle trips to and from the project. The maximum weekday (Monday–Friday) trip rates were assumed to be 10 average daily traffic (ADT) per dwelling unit (Appendix B, Vehicle Miles Traveled Study). To account for the maximum intensity scenario, the weekday trip rate was also assumed for weekend trips (Saturdays and Sundays). CalEEMod default emission factors representing the vehicle mix and emissions were used to estimate emissions associated with vehicular sources.

Table 3 presents the maximum daily area, energy, and mobile-source emissions associated with project operation (year 2025). Details of the emissions calculations are provided in Appendix A.

Table 3. Estimated Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
Area	44.5	0.85	54.5	0.10	7.29	7.25

⁴ The analysis assumes a construction start date of March and conclude in May 2025, which represents the earliest date construction would initiate. While March 2024 has already passed, assuming the earliest start date and duration for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, a shorter modeled duration results in slightly higher daily and annual emissions. Therefore, despite the fact that the construction schedule used for modeling has previously passed, given it represents the worst-case scenario, the analysis is still valid.

Table 3. Estimated Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
Energy	0.01	0.20	0.09	<0.01	0.02	0.02
Mobile	1.11	0.82	7.68	0.02	0.63	0.12
Total	45.6	1.87	62.27	0.12	7.94	7.39
<i>Emissions Threshold</i>	75	250	550	250	100	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns.

See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod and provided in Appendix A. Totals may not sum due to rounding.

Operation of the project assumes year 2025⁵

Thresholds are based on the County of San Diego's Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality.

As shown in Table 3, project-generated maximum daily operational emissions would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

As noted previously, the SDAB is designated as a federal nonattainment area for O₃ and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SDAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the project would generate VOC and NO_x emissions (which are precursors to O₃) and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Table 2 and Table 3, project-generated construction emissions and operational emissions would not exceed the emission-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed applied thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SDAPCD. For example, cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SDAPCD Rule 55,

⁵ The analysis assumes a construction start date of March and conclude in May 2025, which represents the earliest date construction would initiate. While March 2024 has already passed, assuming the earliest start date and duration for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, a shorter modeled duration results in slightly higher daily and annual emissions. Therefore, despite the fact that the construction schedule used for modeling has previously passed, given it represents the worst-case scenario, the analysis is still valid.

Fugitive Dust, which sets forth general and specific requirements for all construction sites in the SDAB. In addition, cumulative VOC emissions would be subject to SDAPCD Rule 67.0.1, Architectural Coatings.

Based on the project-generated construction and operational criteria air pollutant emissions, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. Therefore, the project's cumulative air quality impact would be **less than significant**.

Health Effects of Criteria Air Pollutants

Project construction and operation would not exceed significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. VOCs and NO_x are precursors to O₃, for which the SDAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O₃ are generally associated with reduced lung function. The contribution of ROG and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SDAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations also depends on the time of year that the VOC emissions occur, because exceedances of the O₃ CAAQS/NAAQS tend to occur April through October when solar radiation is highest. The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Operation of the project would not exceed the significance threshold for NO_x; therefore, implementation of the project would contribute minimally to regional O₃ concentrations and the associated health effects.

Operation of the project would not contribute to exceedances of the NAAQS or CAAQS for nitrogen dioxide (NO₂). Health effects that result from NO₂ and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO₂ concentrations in the area are below the NAAQS and CAAQS standards. Because project-generated NO_x emissions would not exceed the significance threshold, the project would not result in potential health effects associated with NO₂ or NO_x.

CO tends to be a localized impact associated with congested intersections. The associated potential impact for CO hotspots was determined to be less than significant. Furthermore, the existing CO concentrations in the area are below the NAAQS and CAAQS standards. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant.

Of note, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within the SDAPCD jurisdiction. The California Supreme Court's *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 decision (referred to herein as the Friant Ranch decision) (issued on December 24, 2018), addresses the need to correlate mass emission values for criteria air pollutants to specific health consequences, and contains the following direction from the California Supreme Court: "The Environmental Impact Report (EIR) must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the agency *does* know and why, given existing scientific constraints, it cannot translate potential health impacts further" (*italics original*). (*Sierra Club v. County of Fresno* 2018).

Currently, SDAPCD, CARB, and U.S. Environmental Protection Agency have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the project to specific health effects.

In connection with the judicial proceedings culminating in issuance of the Friant Ranch decision, the South Coast Air Quality Management District (SCAQMD) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty of correlating an individual project's criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key, relevant points from SCAQMD and SJVAPCD briefs is summarized herein.

The formation of O₃ and PM in the atmosphere, as secondary pollutants,⁶ involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. Because of the complexity of O₃ formation, a specific tonnage amount of VOCs or NO_x emitted in a particular area does not equate to a particular concentration of O₃ in that area (SJVAPCD 2015). Similarly, because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, like the proposed project, where project-generated criteria air pollutant emissions are not derived from a single "point source," but from construction equipment and mobile sources (passenger cars and trucks) driving to, from and around the project Site.

Another important technical nuance is that health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient O₃ levels over an entire region (SCAQMD 2015). The lack of link between the tonnage of precursor pollutants and the concentration of O₃ and PM_{2.5} formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O₃ that causes these effects (SJVAPCD 2015). While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the AAQS, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O₃ or PM that will be created at or near the project site on a particular day or month of the year, or what specific health impacts will occur (SJVAPCD 2015).

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it "would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have" (SJVAPCD 2015). The SJVAPCD brief then indicated that, "Running the photochemical grid model used for predicting O₃ attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved" (SJVAPCD 2015). SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and would

⁶ Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

likely not yield valid information or a measurable increase in O₃ concentrations sufficient to accurately quantify O₃-related health impacts for an individual project.

Construction and operation of the project would not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS or CAAQS for particulate matter or obstruct the SDAB from coming into attainment for these pollutants. The project would also not result in substantial diesel particulate matter (DPM) emissions during construction or operation, and, therefore, would not result in significant health effects related to DPM exposure. Additionally, the project would implement dust control strategies and be required to comply with SDAPCD Rule 55, Fugitive Dust Control, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, the project is not anticipated to result in health effects associated with PM₁₀ or PM_{2.5}.

In summary, because operation of the project would not result in exceedances of the significance thresholds for NO_x during construction or operation, the potential health effects associated with criteria air pollutants would be less than significant. Furthermore, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects. As project-generated construction and operational emissions would be less than the applied mass daily thresholds for all pollutants, health effects associated with project-generated criteria air pollutant emissions would be **less than significant**.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Air quality regulators typically define sensitive receptors as schools (preschool–12th grade), hospitals, resident care facilities, daycare centers, and other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. However, for the purposes of CEQA analysis, the County of San Diego's definition of a sensitive receptor also includes residents.

The closest sensitive receptors to the project site are multifamily residences bordering the project site to the south of Old Taylor Street and Taylor Street, single family residences are located adjacent to the west and north of the project site, a preschool is located approximately 900 feet to the west. Health effects of CO, toxic air contaminants, and valley fever on sensitive receptors are analyzed below.

Health Effects of Carbon Monoxide

Mobile-source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase the vehicle miles traveled (VMT) within the local airshed and the SDAB. Locally, project-generated traffic would be added to San Diego County's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions

at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SDAB is steadily decreasing.

CO transport is extremely limited, and CO disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors such as residents, school children, hospital patients, and older adults. Typically, high CO concentrations are associated with urban roadways or intersections operating at an unacceptable level of service (LOS). projects contributing to adverse traffic impacts may result in the formation of CO hotspots.

Since the last update of the SDAPCD's guidance (2007), San Diego County has evaluated the potential for the growth anticipated under the General Plan Update to result in CO "hot spots" throughout San Diego County (County of San Diego 2009a). To do this, San Diego County reviewed the CO "hot spot" analysis conducted by SCAQMD for their request to the U.S. Environmental Protection Agency for resignation as a CO attainment area (SCAQMD 2003). In SCAQMD's analysis, they modeled the four most congested intersections identified in their basin (South Coast Air Basin).³ SCAQMD's analysis found that the four intersections had an average 7.7 parts per million 1-hour CO concentrations predicted by the models, which is only 38.5% of the 1-hour CO CAAQS of 20 parts per million. Therefore, even the most congested intersections in SCAQMD's air basin would not experience a CO "hot spot."

The air quality monitoring station closest to the most congested intersection in Los Angeles County (Wilshire Boulevard/Veteran Avenue) is the VA Hospital, West Los Angeles Station (Site ID 060370113) located at Wilshire Boulevard and Sawtelle Boulevard, approximately 0.5 miles to the southwest. Ambient CO levels monitored at this representative monitoring station were a maximum 1-hour of 4.3 and a maximum 8-hour of 2.7 in 2002. In 2021, the maximum 1-hour CO was 1.5 and the maximum 8-hour CO was 1.0. Accordingly, there is noticeable improvement in background levels of CO since SCAQMD's regional hotspot analysis.

For the County of San Diego, there are no roadways/segments identified as deficient facilities under the worst-case traffic scenario that have an ADT greater than the 100,000 that was anticipated for the most congested intersection analyzed by SCAQMD. The most congested intersection in San Diego County is Campo Road/SR-94 between Jamacha Boulevard and Jamacha Road in Valle De Oro. According to Table 5.23 of the Traffic and Circulation Assessment: County of San Diego General Plan Update (Wilson and Company 2009), this intersection has an ADT of 79,200, which is only 79% of the most congested intersection in the South Coast Air Basin.

The project's transportation assessment included as Appendix B, indicates that per the City Transportation Impact Analysis Guidelines (dated December 2020), a VMT analysis for CEQA purposes will be required if a project equals to or exceeds 1,000 ADT. However, the project is calculated to generate approximately 280 ADT. Therefore, based on the City's TIA Guidelines, a VMT analysis is not required and VMT impacts are presumed to be less than significant. Furthermore, the project's 280 ADT is approximately 0.35 % of the most congested intersection in San Diego County (Wilson and Company 2009). The additional trips anticipated with implementation of the project (280 ADT) even applied to the most congested intersection in San Diego County would remain below the that of the most congested intersection in the South Coast Air Basin, which were determined to not experience a CO "hot spot" according to SCAQMD's 2003 analysis.

In addition, the CO "hot spot" analysis performed by the SCAQMD included emissions for 1997 and 2002. Both running exhaust emission factors and idling emission factors predicted by the EMFAC model

decreased from 1997 through 2002.⁴ This decrease in CO emission factors is indicative of a phase-out of older vehicles and increasingly strict emissions standards implemented by CARB. Continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion means that the potential for CO hotspots in the SDAB is likely to decrease.

The County of San Diego concluded in the General Plan Update (County of San Diego 2011) that because the most congested intersections in San Diego are less congested than those from the South Coast Air Basin, and because emissions of CO would be lower than those used in the SCAQMD analysis, CO concentrations would be lower within San Diego County, and no CO “hot spots” are anticipated as was concluded in the SCAQMD analysis.

Given that proposed development will result in less than 500 ADT (Appendix B), meaning a VMT analysis is not required, coupled with the considerably low level of CO concentrations in the project area, and continued improvements in vehicle emissions, the project is not anticipated to result in CO “hot spots.”. Consequently, implementation of the project would not result in CO concentrations in excess of the health protective CAAQS or NAAQS, and as such, would not expose sensitive receptors to significant pollutant concentrations or health effects. Therefore, impacts related to sensitive receptor exposure to substantial CO concentrations would **be less than significant**, and no mitigation measures are required.

Health Impacts of Toxic Air Contaminants

In addition to impacts from criteria pollutants, impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California’s TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and adopts appropriate control measures for sources of these TACs. The greatest potential for TAC emissions during construction would be DPM emissions from heavy equipment operations and heavy-duty trucks. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units shall be used whenever possible.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SDAPCD recommends an incremental cancer risk threshold of 10 in 1 million (Appendix A). “Incremental cancer risk” is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology. The project would not require the extensive operation of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce DPM emissions, nor would it involve extensive use of diesel trucks, which are also subject to a CARB Airborne Toxics Control Measure.

As shown in Table 3, maximum daily particulate matter (i.e., PM₁₀ or PM_{2.5}) emissions generated by construction equipment operation and haul-truck trips during construction (exhaust particulate matter, or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the significance thresholds. Moreover, total construction of the project would last approximately 21 months, after which project-related TAC emissions would cease. Thus, the project would not result in a long-term source of TAC emissions. No residual TAC emissions or corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the project. Therefore, the impact of exposure of project-related TAC emissions to sensitive receptors would be less than significant.

Additionally, CARB's Air Quality and Land Use Handbook: A Community Health Perspective identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities" (CARB 2005). The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts. The evaluated facilities or sources include the following (CARB 2005):

- High-traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

CARB recommends that sensitive receptors not be located downwind or in proximity to such sources to avoid potential health hazards.

The project would not include any of the above-listed land uses nor would it expose future residents of the project to TAC emissions from these sources. Impacts would be **less than significant**.

Valley Fever

Coccidioidomycosis, more commonly known as "Valley Fever," is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. The fungus is very prevalent in the soils of California's San Joaquin Valley, particularly in Kern County. Kern County is considered a highly endemic county (i.e., more than 20 cases annually of Valley Fever per 100,000 people) based on the incidence rates reported through 2016 (California Department of Public Health 2017). The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline, sandy soils.

The average incidence rate of Valley Fever (coccidioidomycosis) within San Diego County is below the statewide average. Furthermore, construction of the project would comply with SDAPCD Rule 55, Fugitive Dust Control, which limits the amount of fugitive dust generated during construction. SDAPCD Rule 55 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that

has the potential to generate fugitive dust. As explained above, the nearest sensitive-receptor land use (existing residences) is adjacent to project site to the south. Based on the low incidence rate of coccidioidomycosis on the project site (5.0–7.6 cases per 100,000 people between 2011 and 2020 in zip code 92085) and in San Diego County (12.9 cases per 100,000 people in 2019), with the project's implementation of dust control strategies and Valley Fever awareness and training, and based on the distance from the nearest sensitive receptors, it is not anticipated that earth-moving activities during project construction would result in exposure of nearby sensitive receptors to Valley Fever (County of San Diego Health and Human Services Agency 2021). Therefore, the project would have a **less than significant impact** with respect to Valley Fever exposure for sensitive receptors.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The occurrence and severity of potential odor impacts depends on numerous factors: the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be **less than significant**.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not involve any of these activities. Typical odors generated from operation of the project would include vehicle exhaust generated by residents traveling to and from the project site and through the periodic use of landscaping and maintenance equipment. Therefore, the project would result in an odor impact that is **less than significant**.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis is based on the Biological Resources Assessment Report and Aquatic Resources Delineation Report prepared as part of the proposed project and included as Appendix C-1 and C-2, respectively.

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

The project site is developed with two single family residences, and agricultural operation and associated pond. A habitat assessment and field survey were conducted on January 28, 2022, and August 18, 2022. As shown in Figure 5, Vegetation Onsite, two vegetation communities and three land cover types were observed throughout the study area. The two vegetation communities include willow scrub and eucalyptus woodland. The three land covers on site include open water, disturbed, and developed.

Thirty-one special status plant species have been recorded as occurring within the San Marcos quadrangle. None of these special status species were observed on site during the habitat assessment. Due to the developed and heavily disturbed nature of the project site, the project site does not contain habitat that would support sensitive plant species and impacts to special status plant species would be less than significant.

Thirty-nine special status wildlife species have been recorded as occurring within the San Marcos quadrangle. None of these special status wildlife species were observed on site during the habitat assessment. Due to the developed and heavily disturbed nature of the project site, the project site does not contain habitat that would generally support sensitive wildlife species; however, the project site does have moderate potential to support Cooper's hawk and sharp-shinned hawk based on habitat requirements. As concluded in Appendix C-1, compliance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, which would require pre-construction clearance surveys, would avoid impacts to Cooper's hawk and sharp-shinned hawk.

The project area contains vegetation that has potential for providing nesting habitat for year-round and seasonal avian residents. Direct impacts to migratory nesting birds must be avoided to comply with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code. Indirect impacts to nesting birds from short-term, construction-related noise could result in decreased reproductive success or abandonment of an area as nesting habitat if construction were conducted during the breeding/nesting season (i.e., January through August). The project would comply with Migratory Bird Treaty Act and California Fish and Game Code requirements, which would include measures such as nesting bird surveys prior to construction.

No sensitive vegetation communities or special status species were observed on the project site. With compliance with the MBTA and California Fish and Game Code, which would include nesting bird clearance surveys, potential impacts to Cooper's hawk and sharp-shinned hawk would be avoided. Overall, impacts to candidate, sensitive, or special status species as a result of project implementation would be **less than significant**.

- b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Two vegetation communities and three land cover types were observed throughout the study area. The two vegetation communities include willow scrub and eucalyptus woodland. The three land covers on site include open water, disturbed, and developed. Willow scrub and eucalyptus woodland are non-considered

special status plant communities. Therefore, project implementation would result in impacts to a sensitive natural community. As discussed in Appendix C-1, the project site does not contain any federally designated Critical Habitat. Additionally, the project site is surrounded by existing development and is not in proximity to any sensitive natural communities.

The project site does support dense riparian and emergent wetland habitat in the northeastern portion of the project site. The riparian habitat onsite is located outside of the development footprint and would be preserved as open space onsite.

While the project site contains riparian habitat, development on the project site would avoid the riparian habitat onsite. impacts to riparian habitat and sensitive natural communities would be **less than significant**.

- c) ***Would the project 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?***

The project site contains one intermittent drainage, one perennial pond, and two freshwater forested/shrub wetland. The drainage on site flows northeast to southwest across the project site into a culvert under Taylor Street at the southwest corner of the project site. Flows from this drainage flow northwest toward Guajome Lake, beneath Mission Avenue eventually flowing into the San Luis Rey River and ultimately into the Pacific Ocean. During large storm events, the ponded feature on site conveys flows via sheet flow into the drainage. The drainage on site and ponded area were determined to qualify as waters of the US and are under Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) jurisdiction (Appendix C-2). As shown in Figure 6a and 6b, the project would not impact U.S. Army Corps of Engineers, RWQCB or CDFW jurisdictional areas. Impacts to jurisdictional resources would be **less than significant**.

- d) ***Would the project 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?***

The project site is currently surrounded by existing development and is not located in proximity to open space. The project site does contain riparian and emergent wetland habitat that is outside of the development footprint that could potentially be used as stopover habitat; however, the project site is heavily disturbed from decades of agricultural uses. As concluded in Appendix C, impacts to wildlife movement would be **less than significant**.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The Resource Conservation and Sustainability Element outlines goals and policies protecting biological communities and species within the City under RCS Goal 5 through Goal 7, and Policies 5.1 through 7.2. Goals include preserving biological communities, species, and conserving key sensitive species (Goal 5); implement the provisions of the Multiple Habitat Conservation Program (Goal 6); and conserve, enhance, restore, open space areas for the protection of wildlife habitat (Goal 7). As discussed above, due to the developed and heavily disturbed nature of the project site, the project does not contain habitat that would support sensitive species, no known candidate, sensitive, or special status wildlife are located on the project

site, and the project site is surrounded by existing development that do not contain any wildlife corridors or habitat linkages.

The Vista Municipal Code Section Chapter 19.24, Street Trees and Shrubs and Plants, governs the preservation and removal of street trees within the City. Street trees to be removed by the project would be required to obtain a permit from the Director of Public Works. The project applicant will be required to obtain a street tree removal permit for each street tree removed. To comply with Vista Municipal Code Section Chapter 19.24, the project would be required to obtain a tree removal permit before the removal of any trees and impacts would be **less than significant**.

f) *Would the project 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 North County Multi Habitat Conservation Program covers the northwest portion of San Diego County, including the Vista. As described above, no covered plant, wildlife, or vegetation communities were observed in the study area and therefore project implementation would not conflict with North County MCHP. As such, **no impact** related to conflicts with any local ordinance or habitat conservation plan would occur.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on the Historical Resources Technical Report and Cultural Resources Inventory Report prepared as part of the proposed project and included as Appendix D-1 and Appendix D-2, respectively.

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Appendix D-1 includes the results of a California Historical Resources Information System (CHRIS) records search; an intensive survey of the project site by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the evaluation of the project site; and recordation and evaluation of one single-family residences and one pond over 45 years old for historical significance and integrity in consideration of National Register of Historic Places, California Register of Historical Resources (CRHR), and City designation criteria and integrity requirements. A CHRIS records search was completed by staff at the South Coastal Information Center (SCIC) on December 5, 2022. The records search results identify that 39 previous cultural resources studies have been conducted within 1 mile of the project site. Of the 39 previous studies, 2 studies intersect the project site. None of these studies identified the subject property as a historical resource.

The survey resulted in the identification of one property over the age of 45 years located on the project site: a single-family residence located at 1022 Old Taylor Street constructed circa 1953 (APN 171-231-05-00). In addition, the survey identified a pond to the north of the subject property on two parcels identified as APNs 171-231-12-00 and 171-220-28-00. The pond appears to have been constructed circa 1953 in support of agricultural functions on the project site. The survey also identified a single-family residence at 938 Taylor Street (APN 171-231-01-00); however, aerial photographs, San Diego County Assessor data; and building permits provided by the City indicate that this property was constructed circa 1980 and is not yet 45 years of age.

No historical resources were identified within or adjacent to the project site as a result of extensive archival research, an SCIC records search, field survey, and property significance evaluations. The project site is not currently designated or listed under any national, state, or local cultural resources programs. The project site has not been identified as eligible for local designation by a recent historic resources survey.

Dudek evaluated the project site in accordance with Section 15064.5 (a)(2)– (3) of the CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California Public Resources Code. Dudek concludes that the buildings on the project site do not appear to be eligible for listing in the National Register of Historic Places, CRHR, or City of Vista Register of Designated Historic Resources due to a lack of significance. As such, no buildings on the project site appear to be historical resources under CEQA. Further, no potential indirect impacts to historical resources were identified as the proposed project has no impact to the built environment beyond the project site and **no impact** would occur.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

As described in Appendix D-2, a records search was conducted a CHRIS records search for the project area and a 1-mile buffer at the SCIC at San Diego State University on December 5, 2022. The records search results indicate that 39 previous cultural resources studies have been conducted within 1 mile of the project area, 2 of which intersect the project area. Within a 1-mile buffer of the project area, 19 cultural resources were identified; however, the SCIC records search did not identify any cultural resources within the project area. As described above, of the total 19 resources identified in the 1-mile buffer, 10 are prehistoric sites, 2 are prehistoric isolates, and 7 are historic sites. Off-site improvements are located along Old Taylor Street and Taylor Street within the 1-mile buffer surrounding the project area.

In addition to the records search, the geomorphological context of the site was reviewed to determine the likelihood of encountering subsurface cultural resources. According to the Geotechnical Evaluation for the project site, artificial fill was encountered within three of the borings in the center and eastern section of the project area to a depth ranging 1.5 to 6 feet below existing grade and older alluvium was encountered in the borings beneath the fill soils and surficially in other borings ranging from approximately 0 to 15.5 feet below existing grade. It appears the thickest in the central and southeastern portions of the project area and thinnest in the northern portion of the project area. The older alluvium was underlain by granitic bedrock and sedimentary bedrock at different locations for the borings. Due to the small drainage within the project area and the evidence of alluvial soils present in the project area as described in the geotechnical report, there is moderate potential for subsurface resources.

Dudek archaeologist David Faith conducted an intensive level pedestrian survey of the project area on February 8, 2023. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior Standards. No artifacts or features were identified during this survey.

The SCIC records search and the pedestrian survey did not identify any cultural resources within the project area; however, because alluvial soils are present throughout the project area, which has potential to contain subsurface cultural materials, there is moderate potential for subsurface resources, and as such impacts would be potentially significant. Two responses to request Assembly Bill 52 consultation were received from the Rincon Band of Luiseño Indians and San Luis Rey Band of Indians. The City, in consultation with concerned Traditionally and Culturally Affiliated Native American representatives, has determined that

cultural monitoring is required. Conclusion of consultation letters were received from the San Luis Rey Band of Indians on May 27, 2025 and the Rincon Band of Luiseño Indians on June 11, 2025, stating that there were no issues with the documentation. The following standard mitigation measures (**MM-CUL-1 through MM-CUL-5**) would be implemented to reduce impacts to cultural resources: Impacts to archaeological resources would be **less than significant** with the incorporation of **MM-CUL-1 through MM-CUL-5**.

MM-CUL-1 Cultural resource mitigation monitoring shall be conducted on the site 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 full-time presence of a Qualified Archaeologist and a traditionally and culturally affiliated (TCA) Native American Monitor associated with a TCA tribe for, but not limited to, any clearing or grubbing of vegetation, 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 any imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and any related road improvements, including, but not limited to, the installation of infrastructure, realignments, and/or expansions to parking lots. 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 TCA Native American Monitor shall attend at least one pre-construction meeting with the Contractor and/or associated Subcontractors (e.g., Grading Contractor) and a representative from the City of Vista's Engineering or Community Development departments to present the archaeological monitoring program as presented in these measures.
- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the TCA Native American Monitor during all ground-disturbing or -altering activities, as identified above. The Contractor or Grading Contractor shall notify the Director of Community Development & Engineering, preferably through e-mail, of the start and end of all ground-disturbing activities.
- The Qualified Archaeologist and/or TCA 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 TCA Native American Monitor. If a determination is made that the unearthed artifact deposits or tribal cultural resources are considered potentially significant, the consulting TCA Tribe(s) shall be notified and consulted in regard to the respectful and dignified treatment of those resources. Ground-disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the TCA 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, culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a data recovery plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the consulting TCA Tribe(s) shall be notified and consulted in drafting and finalizing any such recovery plan.
- Should any cultural resources be found on the project site during construction of the project, consultation with the TCA Tribal Monitor shall occur. Based upon consultation with the TCA monitor, the cultural resources will be relocated for reburial to a portion of the existing site that will remain as open landscaped area (not active recreation areas).

- MM-CUL-2 Prior to the submission of a grading plan to City staff for review, the Applicant or Owner, and/or Contractor shall enter into a Pre-Excavation Agreement with a Traditionally and Culturally Affiliated Native American Tribe ("TCA Tribe"). A copy of the agreement shall be included in the grading plan submission. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant or Owner, and/or Contractor, and the TCA tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, off-site infrastructure installation, grading, and all other ground-disturbing activities.
- MM-CUL-3 Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which shall comply with Government Code Section 6254(r), shall be submitted by the Qualified Archaeologist, along with the traditionally and culturally affiliated (TCA) Native American Monitor's notes and comments, to the City Planner for the project administrative record.
- MM-CUL--4 All cultural materials that are associated with burial and/or funerary goods shall be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission (NAHC) per California Public Resources Code Section 5097.98.
- MM-CUL--5 Recovered cultural material of historic significance, but not of tribal significance, shall be curated with accompanying catalog, photographs, and reports to a San Diego curation facility that meets federal standards per 36 CFR Part 79. If cultural material will be returned to the Tribe(s) rather than curated, diagnostic artifacts or particularly good examples of specific tool types, if such are recovered, should be scanned for 3D printing, with the permission of the Tribe(s). The data from 3D scanning would be curated at an appropriate repository, such as the San Diego Archaeological Center. The cultural material can then be returned to the Tribe(s) for reburial or other treatment. Recovered cultural material of tribal cultural significance shall be repatriated as stipulated in the pre-excavation agreement as described in MM-CUL-2.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The project site is currently being utilized for agricultural purposes, and there are two residences on the property, plus several agricultural sheds. Archival research of aerial photographs does not show the project site being used as a cemetery. As described above, an intensive level pedestrian survey of the proposed project area was conducted on February 8, 2023. The pedestrian survey did not identify any human remains or find any indications that they would be expected to be found on the project site. If remains are discovered during project construction activities, impacts would be potentially significant; however, mitigation is proposed that would require work in the vicinity of the discovery be halted and procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) be followed. Impacts to human remains would **be less than significant** with the incorporation of **MM-CUL-6**.

MM-CUL-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 traditionally and culturally affiliated (TCA) 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 TCA Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within 2 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. NAHC would then make a determination as to the Most Likely Descendant. 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, until after the Medical Examiner makes its determination and notifications, and until after the Most Likely Descendant is identified. The analysis of the remains shall only occur on site in the presence of a Most Likely Descendant (MLD). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, state law will apply, and the mediation process will occur with NAHC. In the event that mediation is not successful, the landowner shall rebury the remains at a location free from future disturbance (see Public Resources Code Section 5097.98[e] and 5097.94[k]).

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the project would result in energy use for construction and operation, including use of electricity, natural gas, and petroleum-based fuels. The electricity and natural gas used for construction of the project would be temporary and would be substantially less than that required for project operation and would have a negligible contribution to the project’s overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time.

The project’s impact on energy resources is discussed separately below for construction and operation. Energy consumption (electricity, natural gas, and petroleum consumption) was estimated using CalEEMod data from the greenhouse gas (GHG) emissions assessment. For further detail on the assumptions and results of the energy analysis, please refer to Appendix A.

Short-Term Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by San Diego Gas & Electric (SDG&E). The electricity used for such activities would be temporary and would be substantially less than that required for project operation and would have a negligible contribution to the project’s overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the “petroleum” subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project’s overall energy consumption.

Petroleum

Petroleum-based fuel usage represents most energy consumed during construction. Heavy-duty construction equipment associated with demolition and construction activities for construction would rely on diesel fuel, as would haul trucks involved in removing the materials from demolition and excavation. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Table 1 lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO₂) emissions from each construction phase, as estimated using CalEEMod, to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. For modeling purposes, Construction was estimated to occur in the years 2024 and 2025 based on the construction phasing schedule; all details for construction criteria air pollutants discussed in Section 3.3, Air Quality, and Appendix A is also applicable for the estimation of construction-related GHG emissions. The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.

Table 4. Total Project Construction Petroleum Demand

Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
Gallons			
26,344	718.90	1,089	1,727

Source: See Appendix A for outputs.

In summary, construction associated with the potential future development facilitated by the project over the construction period is anticipated to consume 1,727 gallons of gasoline from worker vehicles and 28,152 gallons of diesel from off-road equipment, haul trucks, and vendor trucks. In San Diego County in 2024, it is estimated that approximately 1.5 billion gallons of petroleum would be consumed by on-road vehicles, and approximately 21 million gallons of petroleum would be consumed by off-road equipment (CARB 2022).

The project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the project would not be unusual when compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the project would be required to adhere to all federal, state, and local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the project would not result in the inefficient, wasteful, or unnecessary consumption of construction energy. Therefore, impacts would be **less than significant**, and no mitigation is required.

Long-Term Operational Impacts

During project operations, activities that would consume energy would include electricity and natural gas use for building operations, electricity for water and wastewater conveyance, and petroleum consumption from residential vehicle trips. Additional assumptions for these sources are described below and energy use calculations for operations are provided in Appendix A.

Electricity

The operation of the project buildout would require electricity for multiple purposes, including cooling, lighting, appliances, and various equipment. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning (HVAC) system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. Based on CalEEMod estimates, the project would consume approximately 171,956 kilowatt-hours (kWh) per year during operation (Appendix A). The project would consume approximately 79,358 kWh per year from water and wastewater sources, resulting in a total use of 251,314 kWh per year. For context, the residential electricity demand in 2020 was 7,387,046,267 kWh (7,387 gigawatt-hours) for San Diego County (CEC 2020). As such, the project would have a negligible impact on demand for San Diego County and SDG&E.

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. According to these estimations, the project would consume approximately 798,474 kilo-British thermal units per year. For context, the residential natural gas consumption in 2020 was 302,849,797 kilo-British thermal units for San Diego County (CEC 2020).

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, primarily by project residents.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As estimated by CalEEMod using trip rates provided in Appendix B), the annual net new VMT attributable to the project is expected to be 816,572 VMT. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips is estimated by converting the total CO₂ emissions from operation of the project, as estimated using CalEEMod, to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel.

Calculations for annual mobile source fuel consumption are provided in Table 5.

Table 5. Annual Mobile Source Petroleum Demand

Fuel	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Gasoline	241.11	8.78	27,460.92
Diesel	58.89	10.21	5768.18
Total			33,229.10

Sources: Trips and vehicle CO₂ (Appendix A); kg/CO₂/Gallon (The Climate Registry 2021).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram

Gasoline fuel consumption includes landscape maintenance equipment.

For context, California consumes approximately 28.6 billion gallons of petroleum per year (EIA 2017). Countywide total petroleum use by vehicles is expected to be 1.5 billion gallons per year by 2025 (CARB 2021).

Summary

Over the lifetime of the project, the fuel efficiency of the vehicles being used is expected to increase. As such, the amount of gasoline and diesel consumed during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2017). In the past, Pavley regulations reduced GHG emissions from California passenger vehicles by about 22% in 2012 and by about 30% in 2016, all the while improving fuel efficiency and reducing motorists' costs. As such, vehicle trips associated with the project are expected to use less petroleum due to advances in fuel economy over time.

The project would create additional electricity and natural gas demand by adding residences. New facilities associated with the project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project's energy efficiency would comply with relevant codes. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to

advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be **less than significant**.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses several energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, wall/floor/ceiling assemblies, and roofs.

CCR Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 11 of Title 24 also includes the CALGreen standards, which established mandatory minimum environmental performance standards for new construction projects. The project would comply with CCR Title 24, Part 6 and Part 11, per state regulations.

The project would also not conflict with the City's Climate Action Plan (CAP), which identifies several strategies to reduce GHG emissions through energy efficiency, as discussed in further detail in Section 3.8, Greenhouse Gas Emissions.

Based on the foregoing, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts during construction and operation of the project would be **less than significant**.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on the Geotechnical and Infiltration Evaluation prepared by GeoTek Inc. for the proposed project, which is included as Appendix E to this MND.

a) ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

The project site currently consists of both developed and undeveloped areas, consisting of existing houses and agricultural uses with space for row crop cultivation in the northeast portion of the site. The area includes an existing pond and riparian, mature trees, and groundcover vegetation. This would all be replaced with approximately 6.9 acres of 28 single family residences. The project is located in the Coast Ranges geomorphic province in Southern California. The nearest active fault zone is located 12.7 miles from the project site. No faults are located in the immediate vicinity of the project site. All residences would conform to all applicable federal, state, and local building codes, which would ensure structural integrity. As concluded in Appendix E, the project site is not located within or in proximity to an earthquake fault zone. Impacts related to risks from rupture of a known earthquake fault as part of project implementation would be **less than significant**.

ii) ***Strong seismic ground shaking?***

As stated above, while the region is seismically active, the nearest active fault is 12.7 miles away from the project site therefore the project site is not located in or in proximity to a fault zone. Additionally, the design of the project would conform to all applicable federal, state, and local building codes, which would ensure structural integrity. Impacts related to risks from strong seismic ground shaking as part of project implementation would be **less than significant**.

iii) ***Seismic-related ground failure, including liquefaction?***

A variety of factors contribute to liquefaction potential including the soil type, grain size, relative density, plasticity, confining pressures, both intensity and duration of ground shaking, and groundwater levels. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content under low confining pressures and some low plastic silts and clays. Due to the presence of very dense older alluvium and relatively shallow hard bedrock, the liquefaction potential for this project is considered low. Therefore, due to nature of the subsurface conditions on the project site and the distance from and active fault zone, impacts related to risks from seismic related ground failure, including liquefaction, would be **less than significant**.

iv) ***Landslides?***

As described above, the project would introduce 28 single- family residences to the project site. Currently, the project site includes both developed and undeveloped areas that is relatively flat. During the geotechnical investigation of the project site, there was no evidence of landslide or slope instabilities at the project site. Additionally, no landslides were mapped in the general vicinity of the project site (Appendix E). Impacts related to risks from landslides would be **less than significant**.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

The project site is currently characterized by both developed and undeveloped areas including a human-made pond in the center, hoop houses for indoor cultivation in the eastern portion of the site, riparian vegetation, mature trees, and groundcover vegetation. The project site currently supports previous agricultural uses with space for row crop cultivation in the northeast portion of the site. The project would propose the complete demolition and removal of existing houses, agricultural uses, and other improvements to construct 28 single family residences. Potential erosion and sedimentation impacts would be temporarily increased during proposed construction, through activities such as grading, and removal of surface stabilizing features (e.g., vegetation and pavement). Developed areas would be most susceptible to erosion between the beginning of grading or construction and the installation of pavement or establishment of permanent cover in landscaped areas. Short-term erosion and sedimentation impacts would be addressed through conformance with the National Pollutant Discharge Elimination System standards. Additionally, the project would be required to draft and implement an approved stormwater pollution prevention plan (SWPPP) and best management practices (BMPs), including appropriate measures to address erosion and sedimentation during construction. Once the project is in operation, the project site will be developed and would not result in the substantial erosion of topsoil. Impacts related to soil erosion would be **less than significant**.

c) *Would the project 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?*

As stated above, the project site is relatively flat and is not located at the base of any hillsides, ridgeline, or slopes, and is not located in or near known fault zones. Lateral spreading is unlikely to occur at the project site because the project site is relatively flat and is located approximately 9 miles from the water. Human or natural activities have the potential to cause subsidence; however, the project does not propose any uses that would remove material from under the site post construction. As described above, the project site is not subject to liquefaction. Additionally, the design of the project would conform to all applicable federal, state, and local building codes, which would ensure structural integrity regardless of the characteristic of the underlying soils. Therefore, impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would be **less than significant**.

d) *Would the project 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?*

The project would introduce 28 single-family residences to the project site. As determined in Appendix E, soils on the project site have been identified as having both low and very low expansion potential. The project foundation shall follow the guidelines of the 2019 California Building Code and would not create a substantial direct or indirect risk to life or property. Impacts would be **less than significant**.

e) *Would the project 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?*

The project does not include the construction of septic tanks or alternative wastewater disposal systems. As described in Section 3.17, Transportation, the project would connect to existing wastewater lines located under Taylor Street and Old Taylor Street. Therefore, the project would have **no impact** related to the capability of the site to dispose of wastewater from the project site.

f) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

According to surficial geological mapping by Kennedy et al. (2007) and the international chronostratigraphic chart of Cohen et al. (2013), the majority of the project site is underlain by middle Cretaceous (approximately 100 million years ago) tonalite (map unit Kt), middle Cretaceous Gabbro (map unit Kgb) in the southeast corner, and possibly middle Eocene (approximately 47 million years ago to 41 million years ago) Santiago Formation (map unit Tsa) in the southernmost project portion of the project site.

The project specific geotechnical report for the project indicated the project site is generally underlain by artificial fill, older alluvium over granitic bedrock (weathered tonalite), or sedimentary bedrock (Santiago Formation) (Appendix E). Older alluvium is generally late Pleistocene (approximately 11,700 years to 129,000 years ago) in age. Geotechnical borings revealed that artificial fill was encountered from 0 to 6 feet below ground surface (bgs), older alluvium from 0 to 16 feet bgs, the Santiago Formation from 13 to an unknown depth bgs (in one boring in the southern portion of the project site), and granitic bedrock from 0 to at least 21 feet bgs (Appendix E).

The artificial fill soils have low paleontological sensitivity because any fossils contained within artificial fill have been displaced from their original place of deposition. The older alluvium is assigned moderate paleontological sensitivity due to important ice-age fossils having been recovered from scattered localities in San Diego County (Deméré and Walsh 1993; County of San Diego 2009b). The Santiago Formation has produced significant invertebrate and vertebrate fossils in northern San Diego County (Deméré and Walsh 1993; Muhlbachler and Deméré 2009, 2010) and is assigned high paleontological sensitivity. The tonalite and gabbro are plutonic igneous rocks that do not preserve fossils owing to the high temperatures present at the depths where they are formed from the cooling of magmas. Due to the moderate paleontological sensitivity of the older alluvium and the high paleontological sensitivity of the Santiago Formation, impacts would be potentially significant. Mitigation measure MM-GEO-1 is provided to reduce impacts to paleontological resources. Therefore, impacts would be reduced to **less than significant with mitigation incorporated**.

MM GEO-1 Paleontological Resources Impact Mitigation Program and Paleontological Monitoring. Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The qualified paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project that shall be consistent with the Society of Vertebrate Paleontology's 2010 Standard Procedures and outline requirements for preconstruction meeting attendance and worker environmental awareness training, where paleontological monitoring is required within the project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microinvertebrate and microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project applicant. A qualified paleontological monitor shall be on site during initial rough grading and other significant ground-disturbing activities (including augering) in areas underlain by older alluvium and the Santiago Formation. No paleontological monitoring is necessary during ground disturbance within artificial fill or Cretaceous tonalite. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will

be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will allow grading to recommence in the area of the find.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a,b) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

GHGs are those that that absorb infrared radiation (i.e., trap heat) in the Earth's atmosphere. The trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere), is referred to as the "greenhouse effect", and is a natural process that contributes to the regulation of the Earth's temperature, creating a livable environment on Earth. The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. Human activities that generate and emit GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the Earth's system (e.g., temperature, precipitation, wind patterns, etc.), which are collectively referred to as climate change. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The primary GHGs that would be emitted by project-related construction and operations include CO₂, CH₄, and N₂O. Emissions of hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are generally associated with industrial activities, including the manufacturing of electrical components and heavy-duty air conditioning units and the insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride in measurable quantities.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare each GHG's ability to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO₂ equivalent (CO₂e). Consistent with CalEEMod Version 2022.1, this GHG emissions analysis assumed the GWP for CH₄ is 25 (i.e., emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

The potential for the project to generate GHG emissions that may have a significant impact on the environment and the potential for the project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions is evaluated based on the project's consistency with the City's CAP, which was adopted in 2021 (City of Vista 2021). The CAP is a qualified plan under CEQA Guidelines Section 15183.5(b) meaning it meets the CEQA criteria for "a plan for the reduction of greenhouse gas emissions," such that it may be used for the specific purpose of streamlining the analysis of GHG emissions for subsequent projects. With associated CEQA coverage, the City's CAP provides environmental review streamlining benefits for development projects proposed in the city provided they demonstrate consistency with this CAP.

The intent of the CAP to implement a CAP Consistency Review Checklist (Checklist). The Checklist would contain GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved. New development projects will need to incorporate all applicable CAP measures to demonstrate consistency with the CAP. However, at the time of preparation of this analysis, the Checklist has not been prepared by the City. In the absence of the Checklist, the project development is compared to the CAP emission reduction strategies and measures, as provided in in Chapter 3 of the CAP.

The project's consistency evaluation with the City's CAP is presented in Table 6.

Table 6. City of Vista CAP Consistency

Strategy	Measure	Consistency Analysis
1: Increase Use of Zero-Emission/Alternative Fuel Vehicles	T-1: Transition to a Clean and More Efficient Municipal Vehicle Fleet	Not applicable. The project would not obstruct the City of Vista from transitioning to a clean and more efficient municipal fleet.
	T-2: Increase Electric Vehicle Charging Stations at Public Facilities	Not applicable. The project does not involve public facilities.
	T-3: Require Electric Vehicle Charging Stations at New Multi-Family and Commercial Developments. Require that three percent of total parking spaces required in new multi-family projects have EV charging stations, and six percent of total parking spaces required in new commercial projects have EV charging stations, starting in 2021.	Not applicable. The project does not involve multifamily or commercial developments.
2. Reduce Vehicle Miles Traveled	T-4: Participate in the San Diego Association of Government's iCommute Vanpool Program	Not applicable. The iCommute program is targeted towards businesses.

Table 6. City of Vista CAP Consistency

Strategy	Measure	Consistency Analysis
	T-5: Implement the City's Bicycle Master Plan. Implement projects identified in the city's Bicycle Master Plan, including adding new bicycle lanes and improving existing bicycle lanes. Support the SANDAG Regional Bicycle Plan Inland Rail Trail segment that is within the city's boundary.	Not applicable. The project would not prevent the City from implanting the City's Bicycle Master Plan.
	T-6: Increase Density and Mixed-Use Development. Increase density and destination accessibility in the Opportunity Areas identified in the General Plan and the SANDAG Smart Growth Areas	Consistent. The project includes 28 single-family homes with a land use designation of medium density.
3. Reduce Fossil Fuel Use	T-7: Require Electric-Powered or Alternative Fueled Construction Equipment. Require that 30 percent of construction equipment in new development projects be electric powered or alternatively fueled	Consistent. As discussed in the CAP, "emissions reductions in this strategy would be achieved through working with developers and fleet owners to phase out old, fossil fuel reliant equipment." The applicant will work with the project construction contractors to incorporate to the extent available electric and alternative fueled construction equipment.
4. Increase Building Energy Efficiency	E-1: Implement Energy Efficient projects in Municipal Facilities	Not applicable. The project is not a municipal facility.
	E-2: Continue Photovoltaic Installation at Municipal Facilities	Not applicable. The project is not a municipal facility.
	E-3: Join a Program to Increase Grid-Supply Renewable and Zero-Carbon Electricity	Not applicable. The project would not prevent the City from joining a program to increase grid-supply renewable and zero-carbon electricity.
6. Reduce and Recycle Solid Waste	W-1: Reduce Solid Waste Disposal and Increase Recycling. Achieve 85 percent waste diversion citywide (equivalent to reducing per capita waste landfilled to two pounds per person) by 2030.	Consistent. The project will adhere to any applicable City requirements developed and implemented by the City to reduce solid waste and increase recycling.
7. Carbon Sequestration	C-1 Increase Tree Planting at Municipal Facilities and Public Rights-of-Way	Not applicable. The project is not a municipal facility or Public Right-of-Way.
	C-2 Increase Tree Planting at New Private Properties. Enforce the new development tree requirements from landscape plans and track the new trees planted.	Not applicable. The project would not prevent the City from enforcing the new tree requirements and tracking new trees planted.

As shown in Table 6, the project would not conflict with the City's CAP emission reduction strategies and measures.

For informational purposes, the project's construction and operational-related GHG emissions are provided below.

Construction Emissions

GHG emissions would be associated with the construction phase of the project components through use of construction equipment and vehicle trips. GHG emissions were estimated using the CalEEMod Version 2022.1. All construction assumptions in the air quality analysis are relevant to the construction GHG emissions estimates; as such, see the construction scenario in Table 1 in the air quality analysis.

Table 7 shows the estimated annual GHG construction emissions associated with the project. Complete details of the emissions calculations are provided in Appendix A of this document.

Table 7. Estimated Annual Construction GHG Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons			
2024 ⁷	264	.01	<0.01	266
2025	36.6	<0.01	<0.01	36.9
Total	300.6	0.01	<0.01	302.9

Source: CalEEMod Version 2020.4.0.

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent. See Appendix A for complete results. <0.01 = reported value is less than 0.01.

As shown in Table 7, the estimated total GHG emissions from construction of the project would be approximately 303 MT CO₂e. When amortized over 30 years, the estimated annual GHG emissions from construction of the project would be approximately 10 MT CO₂e per year.

Operational Emissions

Operation of the project would result in GHG emissions from area sources, mobile sources, energy (natural gas and electricity), solid waste, and water and wastewater, which are briefly described below.

Area

The area source category calculates direct sources of GHG emissions located at the project site including hearths and landscape maintenance equipment. The project will not have residential woodburning fireplaces or woodstoves but was assumed to feature one natural gas fireplace per home.

Energy

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). CalEEMod default values for energy consumption were applied to each

⁷ The analysis assumes a construction start date of March and conclude in May 2025, which represents the earliest date construction would initiate. While March 2024 has already passed, assuming the earliest start date and duration for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, a shorter modeled duration results in slightly higher daily and annual emissions. Therefore, despite the fact that the construction schedule used for modeling has previously passed, given it represents the worst-case scenario, the analysis is still valid.

land use. The energy use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Survey (CAPCOA 2021).

Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using default values for emissions factors for SDG&E, which would be the energy source provider for the project.

Mobile Sources (Motor Vehicles)

As discussed under air quality, project operation of the 28 residential units would generate vehicular trips. Project-specific trip rates were utilized from the Linscott, Law & Greenspan (2023) Transportation Assessment (2023). Emission factors representing the vehicle mix and emissions for 2025, which represents the first year of project operation, were used to estimate emissions associated with vehicular sources.

Solid Waste

The project would generate solid waste, and therefore, result in CO_{2e} emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

Table 8 shows the total operational GHG emissions for the project after accounting for amortized construction emissions.

Table 8. Summary of Estimated Annual GHG Emissions

Emissions Source	CO ₂	CH ₄	N ₂ O	R	CO _{2e}
		Metric Tons per Year			
Area	41.3	0.03	<0.01	—	42.6
Energy	88.3	0.01	<0.01	—	88.6
Mobile	295	0.02	0.01	0.44	300
Refrigerants	—	—	-	0.08	0.08
Solid Waste	1.69	0.17	0.00	—	5.92
Water and Wastewater	10.6	0.03	<0.01	—	11.7
<i>Amortized Construction Emissions</i>				—	10
Total Project Emissions				—	458.82

Source: See Appendix A for complete results.

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO_{2e} = carbon dioxide equivalent.

As shown in Table 8, estimated annual project-generated GHG emissions would be approximately 459 MT CO_{2e} per year as a result of project operations and amortized construction.

As previously noted, the project's construction and operational-related GHG emissions are provided for informational purposes only and the project's potential to result in a GHG emissions impact is based on consistency with the City's CAP. As provided in Table 6, the project would be consistent with the CAP and therefore project impacts related to GHG emissions would be **less than significant**.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a,b) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?*

Construction

The project applicant proposes the development of 28 single-family residential development and associated construction of a private road, two recreational areas, open space, and drainage improvements. project construction would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Direct impacts to human health and biological resources from accidental spills of small amounts of hazardous materials from construction equipment could occur with the transport, use, or disposal of these materials. However, existing federal and state standards related to the handling, storage, and transport of these materials would be implemented during construction of the project. These regulations include the Federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the International Fire Code; the Resource Conservation and Recovery Act of 1976 as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; California Fire Code; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; California Integrated Waste Management Act; regulations developed by California Occupations Safety and Health Administration; and the state Hazardous Waste Control Act.

Operation

As described above, the project is residential in nature. During project operation the only hazardous materials anticipated for transport, use, or disposal associated would be routinely used household products such as cleaners, paint, solvents, motor oil/automotive products, batteries, and garden maintenance products, typical of residential uses. The use, handling, and disposal of these products is addressed by household hazardous waste programs that are part of the Integrated Waste Management Plan of the County of San Diego and the project is not expected to create a significant hazard to the public or environment through hazardous upsets or accidents. The Household Hazardous Waste Element of the Integrated Waste Management Plan specifies the means by which hazardous wastes generated by households shall be collected, recycled, treated, and disposed of safely (County of San Diego 2005). The use, handling, and disposal of these products are addressed by household hazardous waste programs that are part of the Integrated Waste Management Plan of the County of San Diego.

Conclusion

The project 's compliance with all standards required through federal, state, county, and municipal regulations, in addition to project-specific plans reviewed by the City, would ensure potential impacts to the public or the environment through routine transport, use, or disposal of hazardous materials would not be substantial. Therefore, impacts related to transport of hazardous materials or potential upset and accident conditions involving release of hazardous materials in the environment are determined to be **less than significant**.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The project site is not located within 0.25 miles of an existing or proposed school. The closest school in proximity to the project site is the Faith Lutheran School, located approximately 0.65 miles from the project site.

Therefore, impacts related to the emission or handling of hazardous materials in proximity to an existing school are determined to be **less than significant**.

- d) ***Would the project be located on a site that 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?***

A Phase I Environmental Site Assessment was performed for the project site and is included as Appendix F. The ESA concluded that there is no evidence of a recognized environmental condition on the project site. Additionally, the project site has not been identified as being a Cortese List hazardous material site (Cal EPA 2022; DTSC 2022; SWRCB 2022a, 2022b) and therefore the project would result in **no impact** related to a hazardous materials site on the project site.

- 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?***

There are two airports in the vicinity of the project site, Palomar-McCellan Airport and Oceanside Municipal Airport. The project site is approximately 7.5 miles away from Palomar and 7 miles away from Oceanside Municipal Airport. In addition to the project site being more than 2 miles away from an airport. The project site has not been identified within an airport influence or notification area in either of the airports Airport Land Use Compatibility Plans (ALUC 2010, 2011). The project would have **no impact** resulting from the project being in proximity to an airport.

- f) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The Community Wildfire Protection Plan (CWPP) addresses evacuation within the City. The CWPP identifies designated evacuation corridors and temporary refuge areas. The CWPP identifies Taylor Street and East Vista Way as evacuation corridors near the project site (Vista Fire Safe Council 2024). The project would introduce 28 single-family residences to the project site and does not propose the closure or obstruction of either of these evacuation routes. Additionally, the City is a participating jurisdiction in San Diego County Operational Area Emergency Operations Plan, which provides a planned response to disasters within the operational area (County of San Diego 2022). The project would conform with the standards set forth in the Operation Area Emergency Operations Plan. As required under the California Fire Code, the project would be required to present development plans that afford fire and emergency responders suitable fire access roads dimensions and surfaces (Chapter 5, Section 503.1 through Section 503.4 of the California Fire Code), an adequate number of emergency rated entrances to the community (Appendix D, Section D106 of the California Fire Code). The proposed points of entry and private driveways will be reviewed by VFD and would be required to meet the qualifications for emergency access to and from the project site. Additionally, the EOP identifies the San Diego County Sheriff's Department (SDSD) as being responsible for evacuation

efforts within the City. As determined in Section 3.15, Public Services, impacts to SDSD would be **less than significant**.

Implementation of the project is not expected to impact any roadway or staging areas that are identified in any emergency planning documents and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project site currently contains two single family residences, agricultural uses and a pond to support agricultural operations on site. As described above, the project would introduce 28 single-family residences that would replace the single-family residences and agricultural operations. The project would not introduce infrastructure that would exacerbate fire risk to the site. The project would be required to comply with all applicable state and local fire codes, including compliance with the California Fire Code and the Vista Fire Department, which require a design that affords fire and emergency responders suitable fire access roads dimensions and surfaces (Chapter 5, Section 503.1 through 503.4 of the California Fire Code); an adequate number of emergency rated entrances to the community (Appendix D, Section D106 of the California Fire Code).

The project site is located in an urbanized area and is not within a high fire hazard severity zone (CAL FIRE 2022). While the project site is located in the urbanized northeastern portion of the City, the project site is located adjacent to State Responsibility Area. The State Responsibility Area to the west of the project site is designated as a moderate fire hazard severity zone. San Diego region is susceptible to droughts, and prevailing winds, all which increase the risk of wildfires but due to the heavily developed nature of the project site and the surrounding area, the wildfire risk at the site is considered low.

For the reasons stated above and considering the project site is located in an urbanized area surrounded by existing development, implementation of the project would not expose people or structures to risk of loss, injury, or death involving wildfires, and impacts would be **less than significant**.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:				
v) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
viii) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The project proposes to remove two existing single-family residence and agricultural operation and redevelop the project site to include 28 single family residences. The project site is bisected by a reach of Guajome Creek through a concentrated pipe that discharges into a pipe on site.

Project construction would include the demolition and removal of the existing single-family residences and agricultural operations on the project site. Sources of polluted runoff could include, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, pesticides, sediments, and nutrients could occur as a result of project uses. The proposed demolition, grading, and construction associated with the project could create additional sources of pollution that could potentially cause short-term impacts to water quality. Impacts related to pollution from sedimentation would occur when soil would be exposed during project grading and construction. Project construction activities would be subject to RWQCB requirements related to erosion control, sedimentation, and runoff prevention. Additionally, a SWPPP will be prepared for the project that would specify BMPs that would be implemented during construction to minimize impacts to water quality during construction.

Proposed residential uses are not typically characteristic of generating, releasing, or using large amounts of hazardous materials. The only hazardous materials anticipated would be for transport, use, or disposal of routinely used household products such as cleaners, paint, solvents, motor oil/automotive products, batteries and garden maintenance products, typical of residential land uses. Operation of the project is not expected to include such uses that would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

As discussed in Appendix G, Preliminary Hydrology Study, stormwater runoff from the project site would be collected and conveyed into a public storm drain, which discharges into Guajome Lake to San Luis River and finally discharges to the Pacific Ocean. Runoff from the project site will be collected into a biofiltration basin, which would assist in meeting the requirements for stormwater treatment and hydromodification management flow. Additionally, the project would comply with California RWQCB San Diego Region municipal storm water permit (Appendix H, Stormwater Quality Management Plan).

Upon compliance with the RWQCB standards, implementation of a SWPPP along with site-specific BMPs, the project would not violate water quality standards. Therefore, impacts would **be less than significant**.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project site currently consists of a partially developed site with two existing residences, an agricultural operation, and a pond. The project would remove the existing structures on the project site and would develop the site to include 28 single-family residences, construction of an on-site roadway, landscaping, and a trail. The existing pond on site would remain. The project would add additional impervious surfaces. As described in Section 3.19, Utilities and Service Systems, the Vista Irrigation District (VID) would supply water to the project site. Water supplied by the VID primarily comes from desalination, and local and imported surface water (VID 2022a). Additionally, as described in Section 3.19, the VID has adequate water supply to provide water supply to the project site and therefore it is not expected that the project would require the use of local groundwater supplies. Portions of the project site including the pond, landscaped areas, a trail, and private open space (in front and rear yards) would be pervious and allow for groundwater recharge. As described in the Geotechnical Report, it is unlikely for groundwater would be encountered during grading activities. As described under threshold a) the project would be required to comply with RWQCB standards and implement a SWPPP and site-specific BMPs.

While the project site would introduce new impervious surfaces to the project site, the project would not substantially impair the ability for groundwater recharge. Additionally, the project would require compliance

with RWQCB standards and implementation of SWPPP and BMPS. Therefore, the project would not impact groundwater supplies and impacts would be **less than significant**.

c) ***Would the project 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:***

i) ***Result in substantial erosion or siltation on- or off-site?***

The project site currently contains two existing residences, an agricultural operation, and a pond. the project would introduce 28 single-family residences, associated roads, trail, landscaping, and amenities to the project site. Once constructed, the project site will contain more impervious surfaces that will reduce the impacts of erosion on the project site. As described in Appendix G, on- and off-site flows travel into the existing pond and a natural channel that traverses the property. Flows into the existing pond would continue to drain into the pond upon project implementation. Flows that travel through the natural channel on the project site would be intercepted and diverted through a proposed 54-inch storm drain. On-site flows would travel via overland flow to curb and gutter improvements. The project would include a biofiltration basin to provide flow control from the project site. Therefore, erosion impact resulting from hydromodification would be **less than significant**.

ii) ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***

The project site currently contains two existing residences, an agricultural operation, and a pond. the project would introduce 28 single-family residences, associated roads, trail, landscaping, and amenities to the project site. Once constructed, the project site will contain more impervious surfaces that have the potential to increase flows coming from the project site. The project proposes a drainage basin to capture surface runoff from the project site that will collect into proposed storm drainage pipes. The drainage basins for the project were designed to manage flows for a 100-year 6-hour storm event (Appendix G). Therefore, with the incorporation of the drainage basin, the impacts related to flooding on or off site would be **less than significant**.

iii) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

As discussed in Appendix G, the estimated 100-year storm peak runoff from the project site in existing conditions of 347.128 cubic feet per second. Without the inclusion of hydromodification features, once constructed, the project would increase the surface flows compared to existing conditions to 354.956 cubic feet per second. The project would include a biofiltration basin, which would assist in meeting the requirements for stormwater treatment and hydromodification management flow and reduce runoff to 306.007 cubic feet per second. As such, the drainage basin and would be sufficient to manage flows for a 100-year 6-hour storm event (Appendix G). As concluded in Appendix F, with the incorporation of the drainage basin, the project would be able to accommodate the peak runoff from the project site and would not exceed the capacity of current drainage systems. Additionally, as described above, the project would comply with RWQCB standards and include the implementation of SWPPP and BMPs. Impacts related to increase runoff from the project site would be **less than significant**.

iv) *Impede or redirect flood flows?*

As described above, project implementation would not substantially alter the existing drainage pattern on the project site. The project site is not located within proximity to a flood hazard zone (FEMA 2021). Once constructed, the project site will contain more impervious surfaces that have the potential to increase flows coming from the project site. The project proposes a drainage basin to capture surface runoff from the project site that will collect into proposed storm drainage pipes. The drainage basins were designed to manage flows for a 100-year 6-hour storm event (Appendix G). Therefore, with the incorporation of the drainage basins, the impacts related to flooding on or off site would be **less than significant**.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The project site is approximately 9.6 miles inland from the Pacific Ocean and would not be subject to inundation by tsunami. The FEMA National Flood Hazard Layer shows that the project site is not within a flood hazard area (FEMA 2021). The project is not located in a tsunami or seiche zones. Given that the project site is not located near a large standing body of water, inundation by seiche (or standing wave) is considered negligible. The project site is generally flat with no steep slopes and does not contain slopes subject to mudflows; and therefore, potential impacts related to inundation are determined to be **less than significant**.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The project is subject to the San Luis Rey Water Quality Improvement Plan. The project is located within the Lower San Luis Hydrologic Area. The purpose of the San Luis Rey Water Quality Improvement Plan is to protect, preserve, enhance, and restore water quality and beneficial uses within the watershed (San Luis Rey Watershed Management Area Responsible Agencies 2016). Additionally, the project would be required to comply with RWQCB standards and include the implementation of SWPPP and BMPs. As such, the project would not conflict with or obstruct implementation of the San Luis Rey Water Quality Improvement Plan or any other water quality plan. Further, the site is not located within a sustainable groundwater management plan area. Therefore, impacts relating to a conflict with a water quality control plan or sustainable groundwater management plan are determined to be **less than significant**.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project physically divide an established community?*

The project is located within the northern portion of the City. The project is surrounded by Unincorporated residential use to the north and west; Medium High Density Residential (MHD), General Commercial (GC) and Civic Activity (CA) occupied by Vista Fire Department Station 3 to the east; and High Density Residential (HD) to the south.. The project site is zoned as Estate Residential (E-1) and has a General Plan designation of Medium Low Density (MLD). The General Plan land use designation at the project site would remain the same. Therefore, because the project site is surrounded by existing development, **no impact** from the physical division of an established community would occur as a result of project implementation.

b) *Would the project cause a 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?*

The project site is zoned as Estate Residential (E-1) and has a General Plan designation of Medium Low Density (MLD). The proposed project would include the development of 28 single-family residences, with a proposed density of 4.05 dwelling units per acre. The project would introduce residential uses to a site that currently is designated for residential uses. The residential nature of the project would be consistent with the land use pattern of the area with other single- family land uses to the north and west. Project residents would have access to transit, bicycle and pedestrian modes of transportation with the inclusion of street improvements along the project frontage. Additionally, as concluded in this MND, all impacts related to noise, transportation, aesthetics, and public services were determined to be less than significant or less than with the incorporation of mitigation. The project would be consistent with the goals and policies within all elements of the City's General Plan.

As described above, the project site is currently zoned as E-1. The E-1 zone is not consistent with the General Plan land use designation of MLD. As stated in Section 65905.5 (2) of Senate Bill 330, if the zoning of the project site is inconsistent with the general plan, a proposed housing development project is not inconsistent with the zoning standards if the project is consistent with the objective general plan standards and criteria. Building to the E-1 standards of the project site would be inconsistent with the MLD designation of the site. The Land Use and Community Identity Element describes appropriate residential zoning for the

MLD designation as E-1, R-1 and PRD. It further states that the designation is appropriate for single family detached homes and that each new parcel be a minimum of 10,000 square feet. The project would be built to R-1 zoning standards to be consistent with the MLD designation of the project site. Given that the E-1 zoning of the project site is inconsistent with the MLD land use designation of the site and the project is consistent with the goals and policies within all elements of the City's General Plan, the project would not require a rezone. Therefore, because the project would be consistent with the General Plan's Goals and Policies and the project would be consistent with the zoning ordinance.

Based on the considerations outlined above, the project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, project impacts related to land use and planning are determined to be **less than significant**.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a, b) Would the project 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? Would the project 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?**

According to the Department of Conservation Mineral Land Classification, the project area is classified as MRZ-3. MRZ-3 are areas containing known or inferred mineral occurrences of undetermined mineral resource significance. The project proposes residential uses and would not result in the loss of any known mineral resources of value to the region or residents of the state. The City's General Plan EIR does not identify any mineral resources of local importance within the City (City of Vista 2011a). Therefore, the project would not contribute to the loss of any mineral resources considered of value to the region or state or mineral resource that is considered to be locally important. Therefore, **no impact** to mineral resources would occur.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in 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?*

Short-Term Construction

Equipment that would be in use during construction would include, in part, saws, excavators, generator sets, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, pavers, rollers, and air compressors.

Aggregate noise emission from the proposed project construction activities, broken down by sequential phase, was predicted at one evaluation distance to the nearest receptor. The calculated scenario used an “acoustic centroid approach, where all common equipment for a construction phase is represented by a common location at the geographic center of the construction zone or area. This prediction technique thus accounts for the position uncertainty of each piece of operating equipment at any moment in time during the course of the 8-hour work shift. This method is considered a conservative approach to assess what might be characterized as a peak exposure level, applicable to not more than approximately 10%–15% of the total construction period and when the studied construction activity is taking place with loudest equipment along the property boundary closest to the nearest off-site receiver.

The resulting predicted construction noise levels from this model at the nearest sensitive receptor are displayed in Table 9.

Table 9. Predicted Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved*)	8-Hour Leq at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Demolition (concrete saw/industrial saw, dozer, excavator)	75
Site preparation (dozer, tractor, front end loader, backhoe)	75
Grading (excavator, grader, scraper, track dozer, tractor, front end loader, backhoe)	71
Utilities (excavator)	69
Building construction (crane, forklift, generator, tractor, front end loader, backhoe, welder/torch)	71
Paving (paver, paving equipment, roller)	75
Architectural coating (air compressor)	61

Notes: Leq = energy equivalent level; dBA = A-weighted decibels.

As presented in Table 9, the estimated construction noise levels are predicted to be as high as 75 A-weighted decibels (dBA) energy equivalent level (L_{eq}) over an 8-hour period at the nearest occupied property when demolition activities take place near the project. The City defers to the San Diego County Code of Regulatory Ordinances, which restricts construction noise to not exceed an average sound level of 75 decibels for an 8-hour period between 7 a.m. and 7 p.m. The contractor would be required to comply with these noise regulations, prescribing the hours allowed for construction activity. During these periods of allowable construction activity, project construction noise may still increase the existing outdoor ambient sound level by several decibel (dB). However, such ambient sound level increases would be temporary and conclude when project construction is finished. Thus, temporary construction related noise impacts would be considered **less than significant**.

Long-Term Operational Impacts

Off-Site Traffic Noise Exposure

The proposed project would result in the creation of additional vehicle trips on local arterial roadways, which could result in increased traffic noise levels at adjacent noise-sensitive land uses. As concluded in Appendix I, Noise Technical Report, the project would generate an additional 280 ADT adjacent to the project site.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Highway Traffic Noise Prediction Model RD-77-108. Information used in the model included ADT, posted traffic speeds, truck mix percentage, and day/evening/night percentage. The change in roadway noise levels was predicted for two conditions: existing and existing plus project. Traffic noise levels are calculated for roadway segments that include East Vista Way – from Old Taylor Street to Taylor Street, Old Taylor Street – from East Vista Way to Taylor Street, and Taylor Street – from Old Taylor Street to East Vista Way. The resulting traffic noise levels are presented in Table 10. Based on results of the model, implementation of the proposed project would not result in readily perceptible increases in traffic noise.

Table 10. Roadway Traffic Noise Modeling Results

Modeled Roadway Segment	Existing (2022) Noise Level	Existing with Project Noise Level	Maximum Project-Related Noise Level Increase
	(dBA CNEL)	(dBA CNEL)	(dB)
East Vista Way: Old Taylor St. – Taylor St.	56.5	56.6	0.1
Old Taylor St.: East Vista Way – Taylor St.	54.3	55.7	1.4
Taylor Street: Old Taylor St. – East Vista Way	57.7	58.3	0.6

Source: Appendix I.

Notes: dBA = A-weighted decibel; CNEL = community noise equivalent level; dB = decibel.

Table 10 shows that at all three listed representative receivers, the addition of proposed project traffic to the roadway network would result in an increase in the CNEL of less than 3 dB, which is below the discernible level of change for the average healthy human ear. Thus, a less-than-significant impact is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity.

On-site Operational Noise

Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

Ground Level HVAC

The residences will use HVAC equipment for their heating and air conditioning needs. It has been proposed that a carrier model CA16NA 42-A HVAC will be implemented at ground-level outside of each residence. The architectural renderings of the proposed residences show that the rooves of these homes range from 25 to 28 feet, with barriers 2 to 6 feet high located around the property line and throughout the complex. These structural barriers will provide some sound path occlusion between operating HVAC units at the ground level and the ground-level noise-sensitive land units nearby.

Sound propagation from the 28 HVAC noise emission sources was modeled using DataKustik's CadnaA software. An operational scenario for the project was modeled where the worst-case predicted noise level was measured at seven nearby off-site noise-sensitive receptors as shown in Figure 7, Noise Measurement Locations and Contours. It was assumed that all the HVAC equipment is operating simultaneously for at least 1 hour. The results are shown below in Table 11.

Table 11. Project On-Site Operation Noise Exposure Levels at Off-Site Sensitive Receptors

Studied Noise-Sensitive Receptor (Approximate Address)	Predicted Project-Attributed Noise Exposure Level at Nearby Noise-Sensitive Receiver (dBA Hourly Leq)
R1 (938 Taylor Street)	43
R2 (908 Taylor Street)	33
R3 (950 Taylor Street)	31

Table 11. Project On-Site Operation Noise Exposure Levels at Off-Site Sensitive Receptors

Studied Noise-Sensitive Receptor (Approximate Address)	Predicted Project-Attributed Noise Exposure Level at Nearby Noise-Sensitive Receiver (dBA Hourly Leq)
R4 (950 Taylor Street)	35
R5 (2010 Hawley Dr.)	45
R6 (2033 Hawley Dr.)	40
R7 (2006 E Vista Way)	39

Note: Leq = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels.

The modeled results from Table 11 demonstrate that the worst-case predicted noise level at each of these receptors varied from 31 to 45 dBA hourly Leq, which is below the City's noise standard of 45 dBA Leq for single family residential properties.

Conclusion

As described above, short term construction noise from the project would not exceed the City's construction noise standard of 75 decibels for an 8-hour period between 7 a.m. and 7 p.m. Noise generated by traffic from the project site would be increased by a maximum of 1.4 dB, which is below the discernible level of change for the average healthy human ear of 3 dB. Operational noise exposure levels to off-site sensitive receptors were modeled to have a maximum noise exposure level was 30 dBA hourly Leq, which is below the City's noise standard for single family residential properties of 40 dBA hourly Leq. Given that the project doesn't exceed the City's required noise levels during construction and operation, impacts related to the proposed project's construction and operation would be **less than significant**.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The main concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of ground-borne vibration are trains, and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to vibration-sensitive operations (Caltrans 2020); however, no vibration-sensitive facilities exist within 200 feet of the project, and pile driving would not be employed in project construction. Therefore, the primary source of ground-borne vibration occurring as part of the project is construction activity.

The closest off-site residence is 30 feet away from likely heavy construction equipment. As concluded in Appendix I, vibration from construction activities at the closest sensitive receiver would not exceed the significance threshold of 0.20 inches/second peak particle velocity. Therefore, project impacts from vibration would be **less than significant**.

- 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?*

There are no private airstrips within the vicinity of the project site. The closest airport to the proposed project site is the Oceanside Municipal Airport, approximately 7 miles west of the site and would therefore not expose people residing or working in the project area to excessive noise levels. Impacts would be **less than significant**.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project 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)?*

The project proposes the development of 28 single-family residences. The project site currently has a general land use designation of Medium Low Density Residential (MLD) and is currently zoned as Estates Residential (E-1).

The City projects that by 2030, 38,779 residents will live in Medium Density Residential dwellings, assuming 3.26 persons per household (City of Vista 2012). Using this assumption, the project would cause a population increase of approximately 92 residents. Although not all residents of the development would be new to the City, and the site has been designated as residential in the General Plan, residential development on the project site would still result in unplanned growth within the city. As described in 4.11, the project would be consistent with the existing general plan designation of the site and therefore the population was accounted for in the General Plan and SANDAG projections for the population of the City. SANDAG projects that the population of the City would grow by 4,860 residents between 2020 and 2030; the addition of 92 residents within a year would be within the projected addition of 486 residents a year between 2020 and 2030 (SANDAG 2011). Therefore, the population growth from the project would not be considered substantial given the expected growth for the area. Additionally, the project applicant would be required to pay development impact fees pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022), to the City. The project site is surrounded by existing development and there is no need for the extension or construction of roads or the need for expansion of utilities and therefore no indirect impact would occur.

Given that the project is consistent with the existing land use, population increase resulting from the project was planned within the City and regional population projections and the project would not induce indirect population growth, therefore impacts would be **less than significant**.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project site currently contains two single-family residences. Displacement of current residents would be limited to the people residing in the two single family residences on the project site and would not cause the need for construction of replacement housing. Additionally, the proposed project would introduce 28 new single-family residences to the site. Impacts related to the displacement of people or housing would be **less than significant**.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES

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

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

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

Fire protection?

The project site is currently served by the Vista Fire Department, which has six fire stations. The closest fire station to the site is Vista Fire Station 3, located at 1070 Old Taylor Street, approximately 0.1 miles from the site (City of Vista 2022a). The project would introduce 28 single-family residences to the project site, resulting in an additional 92 new residents. Although not all residents of the project are expected to be new or additional to the City, the estimated additional numbers of residents at the project site would increase the need for fire protection services related to routine fire and emergency medical call. The project would generate emergency calls, primarily medical, proportionally with its population. Additionally, the project would be required to comply with VFD and California Fire Code requirements. As described in section 3.20, Wildfire, the project would not substantially increase the fire risk at the project site.

While the introduction of new residents of the project site would increase the number of people and therefore the number of calls to the project site, the project applicant would be required to pay Fire Protection Development impact fees pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022). With the payment of development fees, project impacts on fire protection services within the City would **be less than significant**.

Police protection?

Police services within the City are provided through a contract with the San Diego County Sheriff's Department. The Vista Station is located at 325 S Melrose Drive, approximately 3.05 miles away from the project site. Similar to fire protection resources, the introduction of 92 people to the project site would

increase the demand for police protection services. Implementation of the project would be expected to increase the frequency of emergency and non-emergency calls to the Sheriff's Department. While the project would increase call volume, the Vista Sheriff's Station has over 150 staff members (sworn, professional and volunteer) that provides services including general patrol, investigations, narcotics and gang investigations, crime prevention, juvenile intervention, community policing and administrative services. (City of Vista 2022b; San Diego County Sheriff's Department 2022). Evacuation within the City is the responsibility of the SDSD (County of San Diego 2022). Service ratios and response times are anticipated to remain adequate with implementation of the project. Therefore, while the project would place a slight increased demand on police protection services, it is not anticipated that the project would result in the need for construction or expansion of existing police facilities and impacts to police response resulting from the project would be **less than significant**.

Schools?

The project site is served by the Vista Unified School District (VUSD). The VUSD has a total of 29 schools serving over 19,000 students from preschool to 12th grade (VUSD 2022a). The project site is within Foothill Oak Elementary School, Roosevelt Middle School and Vista High School boundaries (VUSD 2022b). The project would introduce 92 new people to the project site; however, not all people being introduced to the site would be students. Senate Bill 50, or the Leroy F. Greene School Facilities Act of 1998 states that payment of school fees is required for new residential development, and payment of these fees is considered full and complete mitigation of any school impacts (Government Code section 65996). The project would be required to pay development fees pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022), to the VUSD, which would mitigate impacts related to an increase in students generated from project implementation. While the project would increase the number of students feeding VUSD, this would not represent a substantial increase that would require the construction of new schools. Therefore, impacts related to schools would be **less than significant**.

Parks?

As of 2011, the City has 764.4 acres of park and recreation space (City of Vista 2011a). The Vista General Plan Resource Conservation and Sustainability Element RCS Policy 9.2 creates a goal for the city to provide 3 acres of community parks per 1,000 residents and 2 acres of neighborhood parks. As of 2021, the population was 99,536, and the city was still meeting this goal. The city currently provides 7.68 acres of parkland per 1,000 residences. The addition of approximately 92 new residents to the area would not substantially increase the use of existing parks and would still comply with the City's policy for minimum park requirements. Additionally, the project applicant would be required to pay development impact fees, pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022), including a park fee as part of project implementation. Impacts related to the increase of use of existing neighborhood and regional parks would be **less than significant**.

Other public facilities?

As described above, the project includes the development of 28 single-family residences that would introduce 92 people to the project site. As described in Section 3.14, Population and Housing, this increase in population was determined to be less than significant. No other public facilities were identified as being impacted by the proposed project, so any other impacts on other public facilities would be **less than significant**.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The project applicant proposes the development of 28 single-family residences, internal circulation, and a trail. As described in Section 3.14, the project would introduce approximately 92 people to the project site. The closest neighborhood park to project is Brengle Terrace Park, located 2 miles from the project site. The Vista General Plan Resource Conservation and Sustainability Element RCS Policy 9.2 creates a goal for the city to provide 3 acres of community parks per 1,000 residents and 2 acres of neighborhood parks. As discussed above, Policy 9.2 creates a goal for the city to provide 3 acres of community parks per 1,000 residents and 2 acres of neighborhood parks. As of 2011, the city has 764.4 acres of park and recreation space (City of Vista 2011a). As of 2021, the population was 99,536, and the city was still meeting this goal. The city currently provides 7.68 acres of parkland per 1,000 residences. The addition of approximately 92 new residents to the area would not substantially increase the use of existing parks and would still comply with the City's policy for minimum park requirements. As described above, the project applicant would be required to pay development impact fees, pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022) including park fees. Impacts related to the increase of use of existing neighborhood and regional parks would be **less than significant**.

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?*

The project would include a trail and open space; These recreational amenities are analyzed as part of this MND. As concluded in the MND, all impacts associated with this project would be less than significant with mitigation incorporated. Therefore, impacts related to the construction of recreational facilities would be **less than significant**.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The project includes the redevelopment of an existing agricultural operation and single-family residence into 28 single-family residences and associated amenities. The project would include a private roadway, and street improvements along the project frontage. The two bus stops are located approximately 0.2 miles away at East Vista Way and Arcadia Avenue, and East Vista Way and Old Taylor Street. The City of Vista General Plan Circulation Element outlines goals and policies for circulation within the City. Goals and policies include topics such as maintaining LOS, multi-modal transportation options, transportation safety, and mobility improvements. The VDC Title 16 sets forth standards for development, including that of roads and driveways within the City. The applicant would be required to pay transportation related development fees to help with long term transportation projects, pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022).

Appendix J, Local Transportation Assessment, analyzed intersections and street segments in the study areas surrounding the project site. All intersections and street segments were determined to operate at LOS D or better during peak hour conditions with the exception of the left turn movement at the intersection of East Vista Way and Old Taylor Street during the AM peak hour. The left turn movement at this intersection would operate at LOS E; however, based on the City's improvement thresholds, no substantial effects are identified. Additionally, as described in further detail below, the project would be designed to avoid hazards resulting from project implementation. Future project residents will have access to multi-modal transportation given the location of the project site. The project site is in proximity to an existing transit stop and existing and proposed Class II Bike Lanes. While sidewalks are currently not provided along the project boundary, the project would provide sidewalks along the project frontage on Taylor Street and Old Taylor Street to allow pedestrian ingress and egress from the project site.

As the project would maintain operation of intersections and street segments, improve sidewalks along the project frontage, provide access to existing multi-modal forms of transportation, and pay applicable development fees, the project would be consistent with the City's General Plan. Additionally, the project would comply with all applicable driveway, street, and access standards within the VDC. Therefore, the project would not conflict with any transportation plans, programs, or policies, and impacts would **be less than significant**.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As discussed in Appendix B, the project would generate 280 ADT as a result of project implementation. Per the City's Transportation Impact Analysis Guideline, VMT analysis for CEQA is required if a project equals or exceeds 1000 ADT if the project is consistent with the General Plan. If the project is not consistent with the General Plan, then VMT analysis is required for projects that generate more than 500 ADT. Given that the project would generate less than 500 ADT, VMT analysis is not required. Therefore, due to the small nature of the project, the project screens out of the need for VMT analysis and impacts would be **less than significant**.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project is located in an area surrounded by development and is bound by Taylor Street and Old Taylor Street to the southwest and southeast. Internal roadways on the project site allows for two-way flow of vehicle traffic. The internal circulation for the project would not include any hazardous design features or incompatible uses. The project would include connections to existing roadways within the vicinity of the project site, and access to regional arterial and highway networks. As determined in Appendix J, the project driveway would operate at LOS B or better during both AM and PM peak hours. Additionally, all uses on site, including vehicle, pedestrian, and bicycle circulation, would be typical of a residential land use, and no incompatible uses, or equipment is proposed. The project would not increase hazards due to a geometric design feature or incompatible use; impacts would be **less than significant**.

d) *Would the project result in inadequate emergency access?*

The project would provide two ingress and egress points to the site. The first access point is located on Taylor Street along the southwestern project boundary and the second access point is located on Old Taylor Street along the southeastern project boundary. As determined in Appendix J, project driveways would operate at LOS B or better during both AM and PM peak hours. The project roadway and access would be designed to meet the design requirements codified in the California Fire Code. With compliance with California Fire Code requirements, the project would provide adequate emergency access to the site, impacts would be **less than significant**.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
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:				
a) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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:

- a) *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)?*

Dudek conducted a CHRIS records search for the project area and a 1-mile buffer at SCIC at San Diego State University on December 5, 2022. The records search results indicate that 39 previous cultural resources studies have been conducted within 1 mile of the project area. Of the 39 previous studies, 2 studies intersect the project area. None of the previous cultural resource studies identified any resources within the project area.

As discussed under Section 3.5, Cultural Resources, the project site was evaluated in accordance with Section 15064.5 (a)(2)– (3) of the CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California Public Resources Code. The buildings on the project site do not appear to be eligible for listing in the National Register of Historic Places, CRHR, or City of Vista Register of Designated Historic Resources due to a lack of significance. As such, no buildings on the project site appear to be historical resources

under CEQA. Further, no potential indirect impacts to historical resources were identified as the proposed project has **no impact** to the built environment beyond the project site.

- b) ***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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

The Phase I cultural resources inventory of the project indicates that there is moderate sensitivity for identifying intact subsurface archaeological deposits during project implementation. The SCIC records search and the pedestrian survey did not identify any cultural resources within the project area. However, there are two historic-age structures (e.g., single-family property and pond) located in the project area. Due to the presence of historic-age structures in the project area, and because alluvial soils, which has potential to contain subsurface cultural materials, are present throughout the project area, there is moderate potential for subsurface resources. As disclosed in Section 3.5, cultural resources monitoring with a qualified archaeologist and Luiseño Native American monitor is recommended during initial ground-disturbing activities within the project area to assess the extent of previous disturbances and the potential for buried archaeological resources. Monitoring can be reduced or terminated should no discoveries be made or if documentation is provided that demonstrates that ground-disturbing activities will be occurring in sediments with no potential for cultural resources.

A Native American Heritage Commission (NAHC) search of the Sacred Lands File was requested on November 30, 2022, for the project area. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in the SCIC database. NAHC replied on December 13, 2022, with negative results. NAHC additionally provided a contact list of Native American representatives for tribes that are traditionally affiliated with the project area. Outreach letters were mailed on December 14, 2022. On December 21, 2022, the Viejas Band of Kumeyaay Indians responded by asserting that the project location has cultural significance or ties to the tribe, and therefore requests to be on site during ground-disturbing activities, and to be informed of any new developments, such as the discovery of human remains or artifacts. The NAHC correspondence is included in Appendix B of Appendix D-2.

Dudek archaeologist David Faith conducted an intensive level pedestrian survey of the proposed project area on February 8, 2023. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior Standards. No artifacts or features were identified during this survey.

The SCIC records search and the pedestrian survey did not identify any cultural resources within the project area; however, because alluvial soils are present throughout the project area, which has potential to contain subsurface cultural materials, there is moderate potential for subsurface resources, and impacts would be significant. Cultural resources monitoring with a qualified archaeologist and Luiseño Native American monitor is recommended during initial ground-disturbing activities within the project area to assess the extent of previous disturbances and the potential for buried archaeological resources. Monitoring can be reduced or terminated should no discoveries be made or if documentation is provided that demonstrates that ground-disturbing activities will be occurring in sediments with no potential for cultural resources. Impacts to tribal cultural resources would be **less than significant** with the incorporation of **MM-CUL-1 through MM-CUL-6** (refer to Section 3.5).

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project 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?***

The project would include the development of 28 single-family residences within a developed area of Vista. The project site currently contains two existing single-family residences, agricultural operations and a pond associated with agricultural operations. Project impacts on each utility is described in further detail below.

Water

The project site is within the Vista Irrigation District (VID) service area. VID services the City of Vista as well as portions of San Marcos, Escondido, and Oceanside, and unincorporated areas of San Diego County (VID 2022b). The project site is surrounded by existing development and therefore the project would be able to connect to existing water lines within Taylor Street and Old Taylor Street near the project entrances. The

VID 2020 Urban Water Management Plan (UWMP) analyzes the water demand and water supply for 2020 to 2045. As described in further detail below, the 2020 Urban Water Management Plan determined that VID would be able to adequately supply water for VID until 2045. In conclusion, the project would be able to connect to existing pipelines, the increase in water usage from the project is expected to be met by VID Water during normal, and dry years, and therefore the project would not require the construction of new facilities to supply water to the area and impacts would be **less than significant**.

Wastewater Treatment

The entire project site is located within Vista Sanitation District (VSD) (City of Vista 2022c). The project would connect to existing sewer lines located in the center of the project site. The project applicant would be required to obtain a will serve letter from the City and the payment of development fees paid to the VSD (City of Vista 2020) pursuant to SB 330 and the filing of the Preliminary Application dated (October 18, 2022). The payment of development fees and will serve letter would ensure that VSD would be able to adequately serve the project site and therefore impacts to wastewater facilities would be **less than significant**.

Stormwater Drainages

As discussed in Section 3.10, Hydrology and Water Quality, once constructed the project would increase the surface flows compared to existing conditions. As concluded in Appendix G, with the incorporation of the drainage basins, the project would be able to accommodate the peak runoff from the project site and would not exceed the capacity of current drainage systems. To counteract the increase in peak discharge, the project would utilize a biofiltration basin, which would assist in meeting the requirements for stormwater treatment, hydromodification management flow to provide flow control from the project site. The project storm drain system would connect to the existing storm drain main within Taylor Street. As concluded in Appendix G, with the incorporation of the drainage basin, the project would be able to accommodate the peak runoff from the project site and would not exceed the capacity of current drainage systems. Project implementation would not result in the need to create new stormwater facilities, and therefore impacts would be **less than significant**.

Electric Power

As discussed in Section 3.6, Energy, the project would consume approximately 79,358 kWh per year. The residential electricity demand in 2020 was 7,387,046,267 kWh (7,387 gigawatt-hours) for San Diego County (CEC 2020). Electricity use during project construction would be temporary and negligible. As such, the project would have a negligible impact on demand for San Diego County and SDG&E. Given that the project would not significantly increase demand for electricity and would not require the expansion of or construction of electric power facilities, therefore impacts would be **less than significant**.

Natural Gas

As discussed in Section 3.6, natural gas is not anticipated to be required during construction of the project, and the project operation is estimated to consume approximately 798,474 kilo-British thermal units per year. For context, the residential natural gas consumption in 2020 was 302,849,797 kilo-British thermal units for San Diego County (CEC 2020). As such, the project would have a negligible impact on demand for

City and SDG&E. The project would not significantly increase demand for natural gas and would not require the expansion of or construction of natural gas facilities, therefore impacts would be **less than significant**.

Telecommunication Facilities

The project site is currently served by various telecommunication service distributors. Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Cox, Spectrum and other independent cable companies. While the project would introduce additional demand for telecommunication services as it would introduce 28 new single-family residences, no additional infrastructure improvements are proposed. Due to the existing infrastructure served in the surrounding project area, the proposed project would not result in impacts associated with the construction of telecommunications, and impacts are determined to be **less than significant**.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The project site is within the VID service area. The VID 2020 Urban Water Management Plan analyzes the water demand and water supply for 2020 to 2045. The 2020 Urban Water Management Plan analysis is based off of projected growth rates from the SANDAG Series 14 Regional Growth Forecast, which analyzes planned population and employment growth for the region. Total potable water use in 2020 was estimated to be 16,416 million gallons (7,614 million gallons for single family use) and is projected to increase to 21,728 million gallons (10,083 million gallons of single family) by 2045. The projected water supplies for the district are expected to match the projected demand for a normal, dry, and multiple dry year water years (VID 2020). As described in Section 3.14, SANDAG projects that the population of the City would grow by 486 residents per year, and the 92 residents that would be within the projected growth for the City (SANDAG 2011).

The project would include the replacement of two single-family residences with 28 single-family residences. The project site is surrounded by existing development and therefore the project would be able to connect to existing water lines. Water use during construction is expected to be temporary and minimal. Project operation would increase the number of single-family residences on the site from 2 to 28. While this would increase the water demand on site, the project would be required to comply with current Building Code, all buildings would be equipped with fire sprinklers and water conservation features such as water efficient faucets and shower heads and high-performance toilets.

In conclusion, the project would be able to connect to existing pipelines, the increase in water usage from the project is expected to be met by VID Water during normal, and dry years, and therefore the project would not require the construction of new facilities to supply water to the area and impacts would be **less than significant**.

c) *Would the project 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?*

As described above, the VSD sewer system serves the project area. The project would connect to existing sewer lines within the VSD. The project applicant would be required to obtain a will serve letter from the VSD. The VSD will serve letter would ensure that VSD would be able to adequately serve the project site and therefore impacts to wastewater facilities would be **less than significant**.

d) *Would the project 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?*

Construction of the project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics and demolition material from the demolition of the existing single-family residences and sheds on site. Required by Municipal Code Section 13.17.020, the applicant would be required to submit a Waste Management Plan for the construction and demolition waste generated by the project (City of Vista 2022d).

Operation of the project would represent an increase in intensity of uses and generation of solid waste on the project site compared to existing conditions. Solid waste generated by the project would be serviced by EDCO, and solid waste would then be transferred to Sycamore Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the facility has a daily permitted capacity of 5,000 tons per day for solid waste. As of December 2016, the remaining capacity of Sycamore Sanitary Landfill is 113,972,673 cubic yards, with an anticipated closure date of 2042. Further, four other landfills in San Diego County accept municipal solid waste, including Borrego Landfill, Miramar Landfill, Otay Landfill, and Romona Landfill. The anticipated operational solid waste generation from the project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project (28 units) would generate approximately 342.44 pounds of solid waste per day (12.23 pounds per household). This does not consider any waste diversion through recycling. According to CalRecycle, the City has a disposal rate of 5.3 pounds per person per day. The most recent data from CalRecycle identifies the annual per capita disposal rate is 4.9 pounds per person per day (CalRecycle 2020).

The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion and recycling at the time of development. Implementation of the project is not expected to 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, and impacts related to solid waste is determined to be **less than significant**.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

As described above, the project would be required to comply with all federal, state, and local statutes and regulations related to solid waste, diversion of waste, and recycling. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, Public Resources Code (Sections 44001–44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.) authorizes the San Diego County Department of Environmental Health, Local Enforcement Agency to issue solid waste facility permits. Sycamore Sanitary Landfill is a permitted facility and EDCO is a licensed hauler. For these reasons, and the reasons stated above, impacts related to solid waste as a result of project implementation would be **less than significant**.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

As described in Section 3.9, Hazards and Hazardous Materials, the CWPP identifies designated evacuation corridors and temporary refuge areas. The CWPP identifies Taylor Street and East Vista Way as evacuation corridors near the project site (Vista Fire Safe Council 2024). The project would introduce 28 single-family residences to the project site and does not propose the closure or obstruction of either of these evacuation routes. Additionally, the City does not have an adopted emergency response plan or emergency evacuation plan; however, the City is a participating jurisdiction in San Diego County Operational Area Emergency Operations Plan, which provides a planned response to disasters within the operational area (County of San Diego 2022). The project would conform with the standards set forth in the Operation Area Emergency Operations Plan. Additionally, as required under the California Fire Code, the project would be required to present development plans that afford fire and emergency responders suitable fire access roads dimensions and surfaces (Chapter 5, Section 503.1 through Section 503.4 of the California Fire Code), an adequate number of emergency rated entrances to the community (Appendix D, Section D106 of the California Fire Code). The proposed points of entry and private driveways will be reviewed by VFD and would be required to meet the qualifications for emergency access to and from the project site.

Implementation of the project is not expected to impact any roadway or staging areas that are identified in any emergency planning documents and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would **less than significant**.

- b) ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

The project site is located in an urbanized area and is not within a high fire hazard severity zone (CAL FIRE 2022). The project site is located in the northeastern portion of the City, which is urbanized; however, the project site is located adjacent to State Responsibility Area. The State Responsibility Area to the west of the project site is designated as a moderate fire hazard severity zone. San Diego region is susceptible to droughts, and prevailing winds, all which increase the risk of wildfires but due to the heavily developed nature of the project site and the surrounding area, the wildfire risk at the site is considered low. Additionally, the project components would be built to the most recent fire code standards. Impacts would **less than significant**.

- c) ***Would the project 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?***

As described above, the project site is located within an urbanized area and represents a low wildfire risk. The project would redevelop the project site to include 28 total residences with a private road, a trail open space, and drainage improvements. As discussed above, the project would connect to existing water and sewer lines within Old Taylor Street. The power and communication lines for the project site would be placed underground, which reduces the fire risk in the area by removing a potential source of ignition and potential source of fuel. Maintenance of associated infrastructure surrounding the site would be similar to maintenance of the surrounding area. Additionally, as described above, the project is located within a highly developed area with low fire risk. The project would not exacerbate fire risk due to the introduction of new infrastructure or require maintenance of infrastructure that would exacerbate fire risk and impacts would be **less than significant**.

- d) ***Would the project 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?***

The project would introduce 28 new homes to the project site. The project site is generally flat and does not contain steep slopes. The project site is surrounded by existing development with low fire risk. As described in Section 3.7, Geology and Soils, no evidence of landslide or slope instabilities were at the project site. and no landslides were mapped in the general vicinity of the project site. Additionally, as described in Section 3.10, drainage changes from the project site would not result in flooding on the project site with the inclusion of on-site drainages. Therefore, the project would not expose people or structures to significant risk of flooding or landslides and impacts would be **less than significant**.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?***

As described in Section 3.4, Biological Resources, none of the vegetation communities on site are considered a sensitive vegetation community. No special-status plant or wildlife species were detected within the study area during the general biological survey. However, the project site does have moderate potential to support Cooper's hawk and sharp-shinned hawk based on habitat requirements and the project would be required to implement MM-BIO-1. As concluded in Section 3.4, with implementation of MM-BIO-1, the project would result in **less than significant** impacts related to biological resources.

Additionally, as discussed in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources, there is potential for unanticipated discovery of cultural or tribal cultural resources. Impacts to

archaeological and tribal cultural resources would be **less than significant** with the incorporation of MM-CUL-1 through MM-CUL-5 (refer to Section 3.5).

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

As addressed throughout this document, the project would have either no impact, a less-than-significant impact, or a less-than-significant impact with mitigation incorporated with respect to all environmental impact areas. Cumulative impacts of several resource areas have been addressed in individual resource sections, including Section 3.3 and Section 3.8, and concluded that cumulative impacts would be less than significant.

Given the nature of the project, potential cumulative impacts could occur during the temporary construction work if other nearby projects occur in the same timeframe. However, given the small scale of the proposed project, the potential for the project to contribute to a cumulative impact when combined with other past, present, and reasonably foreseeable projects is unlikely. Additionally, as described under Section 3.17, project operation would generate approximately 280 ADT during operations, and in turn, would generate minimal criteria air pollutant emissions, GHG emissions, and noise. In many instances site-specific conditions and features on the project site would not combine to create cumulative impacts with other projects occurring elsewhere in the City. Therefore, the project would not have the potential to contribute to an existing cumulative impact.

Moreover, no other resource area analyzed as part of this MND, would substantially increase when construction or operation of the proposed project is considered in combination with cumulative projects identified in the vicinity. Therefore, operational impacts associated with these combined projects would be negligible. Furthermore, the proposed project, as with potential cumulative projects, would incorporate mitigation measures to reduce impacts and would be required to comply with applicable City and state plans and policies.

Other resource areas including Aesthetics; Agricultural and Forestry Resources; Biological Resources, Energy; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation; Utilities and Services Systems; and Wildfire, were determined to have a less than significant or no impact relative to existing conditions; thus, the project would not contribute to cumulative impacts related to these environmental topics. Other issue areas (Cultural Resources, Geology and Soils, and Tribal Cultural Resources) are, by their nature, project- and/or site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts.

For all resource areas analyzed, project impacts would be reduced to less-than-significant or less-than-significant with mitigation included levels, which would, in turn, reduce the potential for these impacts to be considered an additive to an existing cumulative impact. For these reasons, impacts would **less than significant**.

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

As evaluated throughout this document, with the incorporation of mitigation, potential environmental impacts associated with the project would be reduced to less-than-significant levels. Therefore, with mitigation incorporated, the project would not directly or indirectly cause substantial adverse effects on human beings, and impacts would be **less than significant**.

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4.2 List of Preparers

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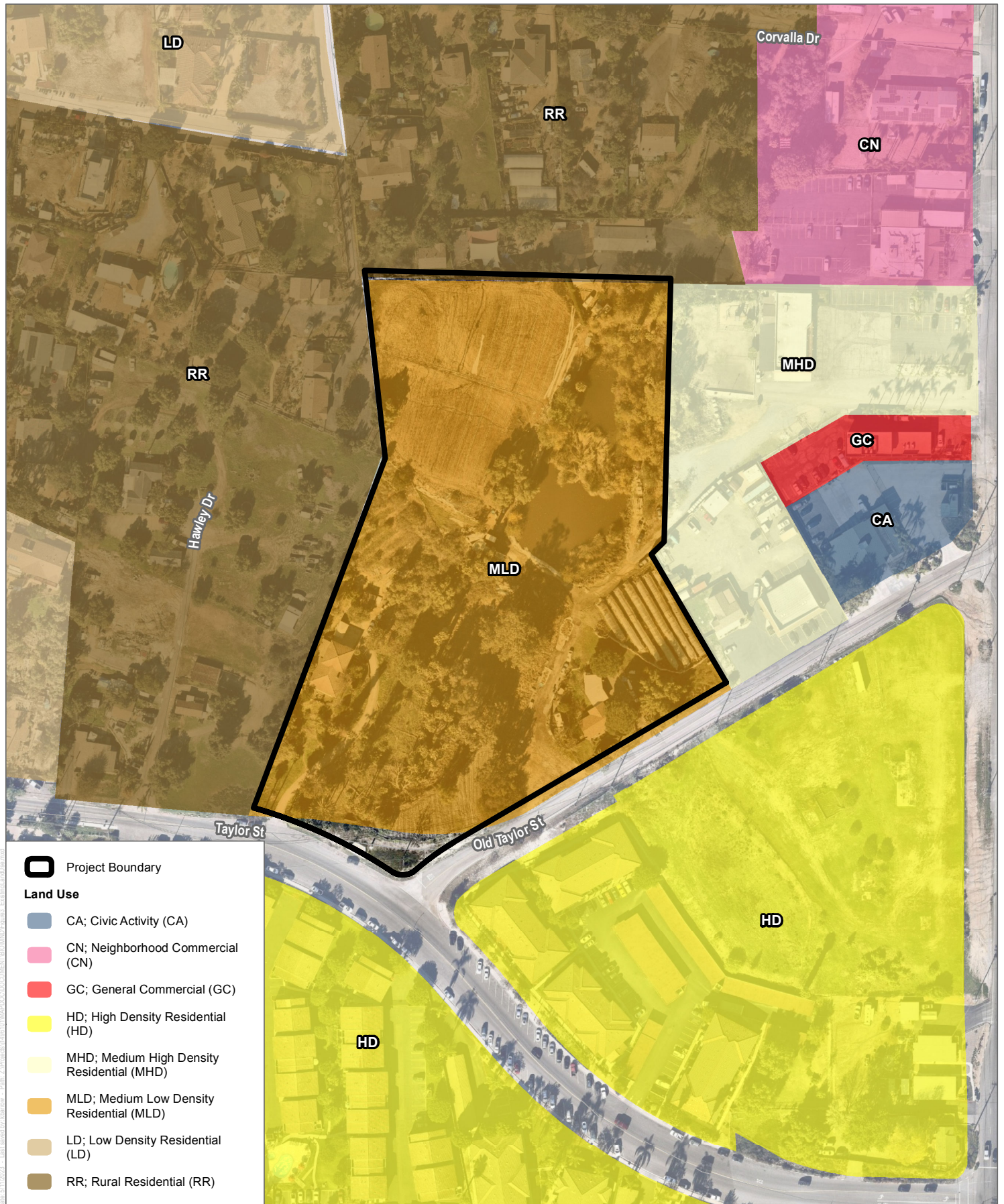
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Cole Martin, INCE, Environmental Acoustician

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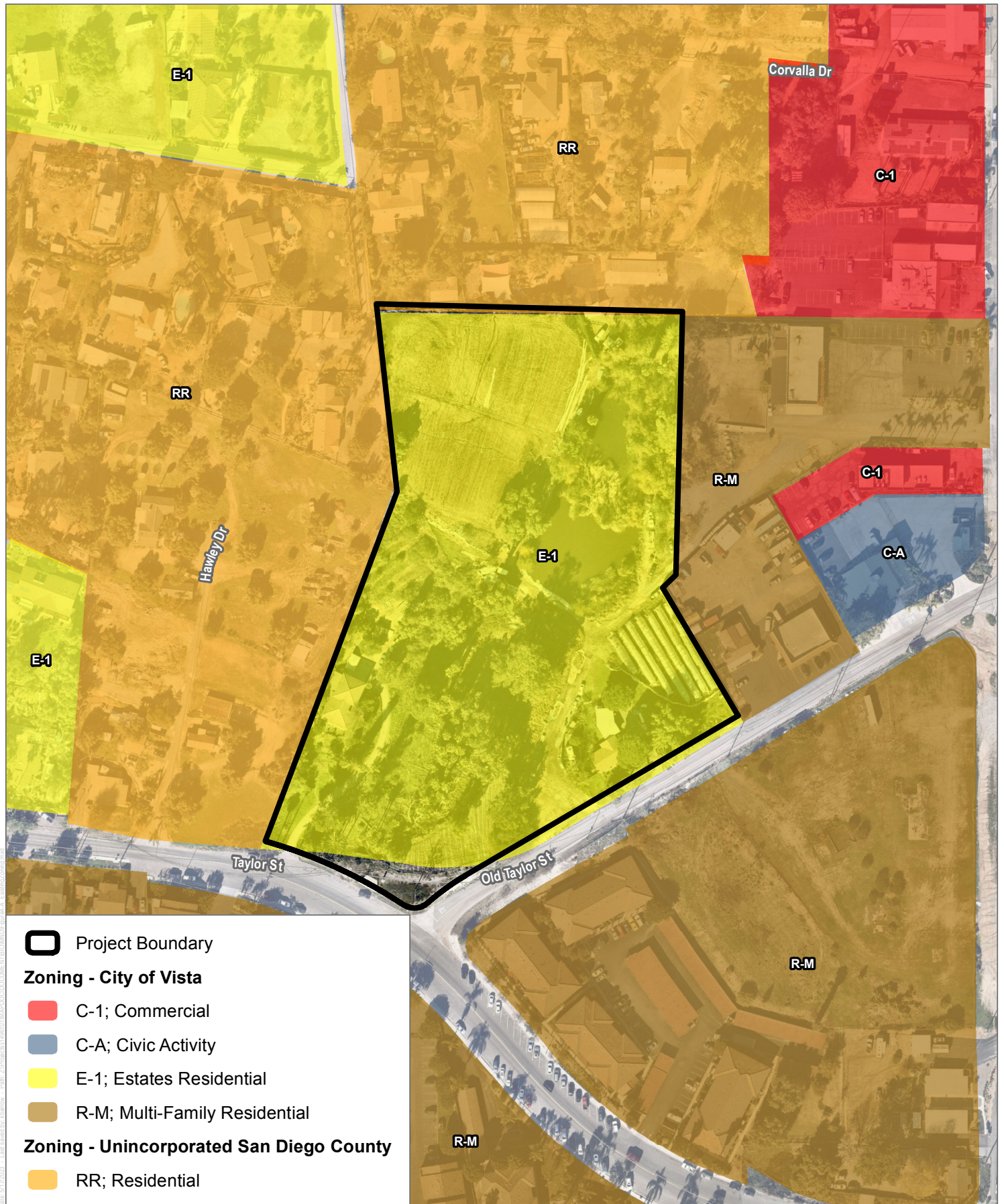
SOURCE: SANGIS 2019, City of Vista 2020

FIGURE 2

Existing Land Use

Vista Old Taylor Residential Project

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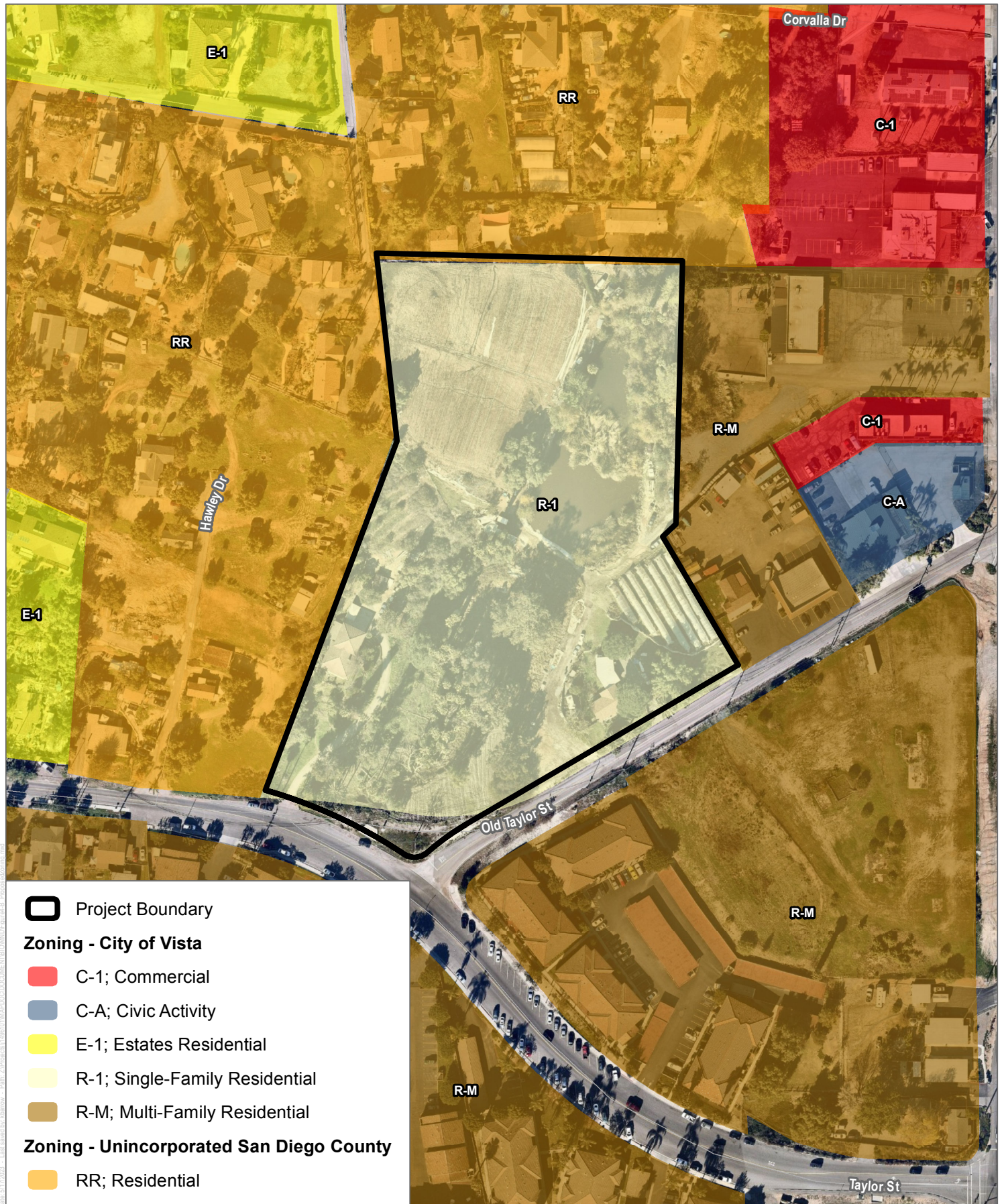
SOURCE: SANGIS 2019, City of Vista 2020

FIGURE 3-A

Existing Zoning

Vista Old Taylor Residential Project

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SOURCE: SANGIS 2019, City of Vista 2020

FIGURE 3-B

Proposed Zoning

Vista Old Taylor Residential Project

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SITE AMENITY LEGEND

- ① BIO BASIN PER C.E.
- ② EXISTING TRAIL TO REMAIN
- ③ PERIMETER WALL
- ④ PERIMETER PILASTER
- ⑤ AREA TO REMAIN NATURAL
- ⑥ SHALE PER C.E.
- ⑦ OPEN SLOPE
- ⑧ H.O.A. & PRIVATE FRONT YARD LANDSCAPE
- ⑨ PRIVATE BACK YARD LANDSCAPE
- ⑩ PRIVATE BACKYARD SLOPE
- ⑪ ENHANCED UNIT PAVEMENT AT ENTRY



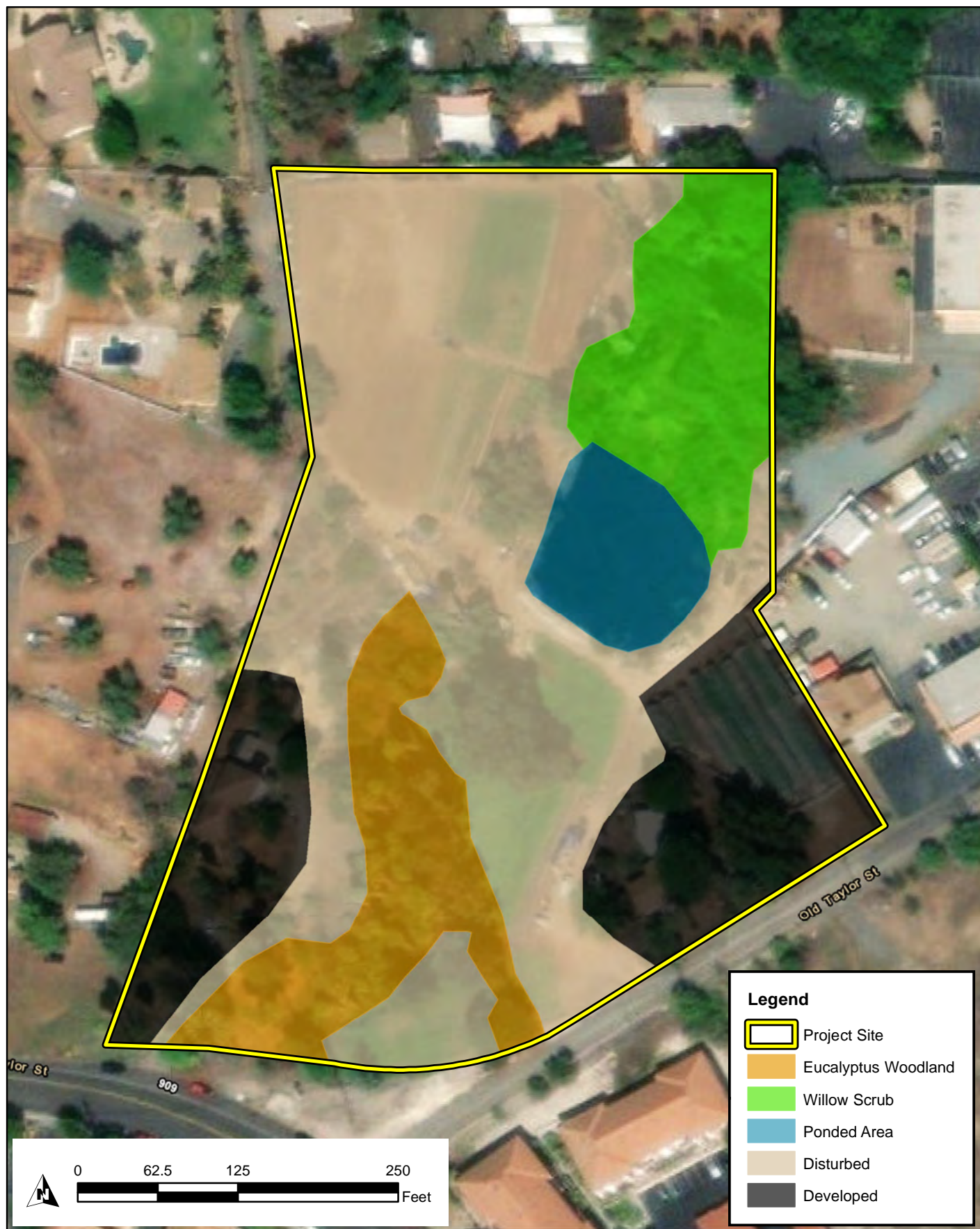
SOURCE: TTL Management Inc. 2025

FIGURE 4

Site Plan

Vista Old Taylor Residential Project

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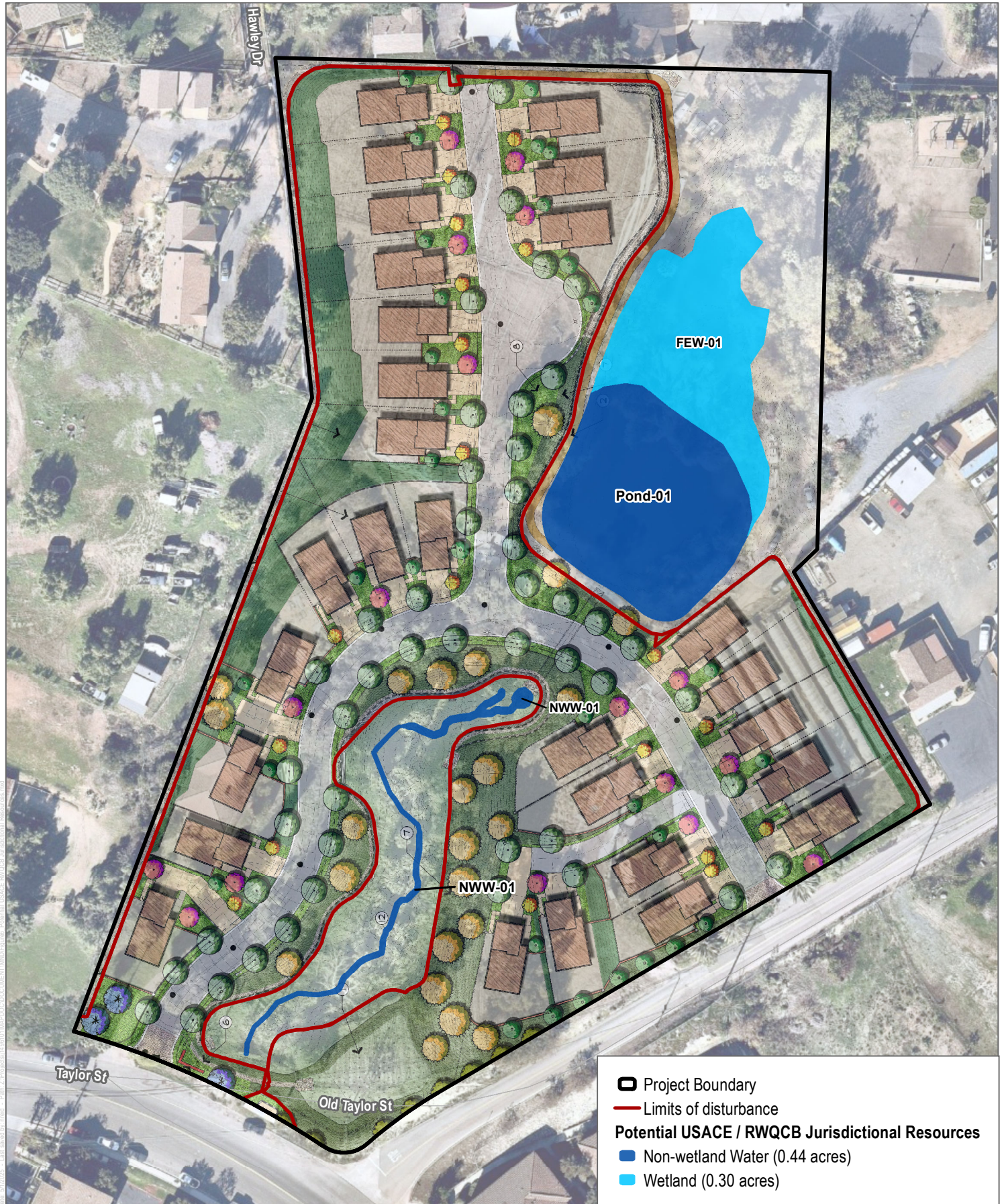
SOURCE: ELMT Consulting 2022

FIGURE 5

Vegetation Onsite

Vista Old Taylor Residential Project

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SOURCE: SanGIS 2020

FIGURE 6a
Potential USACE and RWQCB Jurisdictional Resources
Vista Old Taylor Residential Project

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SOURCE: SanGIS 2020

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SOURCE: Microsoft 2022; TTLV Vista East Vista LLC 2022; Dudek 2022

DUDEK



0 42.5 85 Feet

FIGURE 7

Studied Noise Receptor Locations and Predicted Noise Contours

Vista Old Taylor Housing Project

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Appendix A

Air Quality and Greenhouse Gas Technical Reports

Appendix B

Vehicle Miles Traveled Study

Appendix C-1

Biological Report

Appendix C-2

Aquatic Resource Delineation Report

Appendix D-1

Historical Resources Technical Report

Appendix D-2

Cultural Resource Report

Appendix E

Geotechnical and Infiltration Evaluation

Appendix F

Phase I Environmental Site Assessment

Appendix G

Hydrology Study

Appendix H

Stormwater Quality Management Plan

Appendix I

Noise Technical Report

Appendix J

Local Transportation Assessment