FINAL INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION PC6-060

PROJECT NAME: Presidio Vista Tentative Subdivision Map and Annexation

PROJECT LOCATION: 1405 Ridge Road, on the northerly side between Sunset Drive to the west and South Melrose Drive to the east, in the County of San Diego, at 33°10' 56.45" N; 117°15' 27.41" W

APN: 169-150-14 and 15

PROJECT APPLICANT:
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(760) 802-6558

LEAD AGENCY:
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PUBLIC REVIEW PERIOD: August 27 to September 25, 2015

SCH# 2015081015

This Final Initial Study and Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section, 15000, et seq.). It includes public comments and the City's responses to them, a Mitigation Monitoring & Reporting Program, and minor corrections to grammatical errors. The minor corrections and text changes in response to comments in the MND (in bold) are for clarification purposes only and they do not meet the definition of "substantial revisions" and do not trigger recirculation of the MND, per Section 15073.5 of the State CEQA Guidelines.

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Chapter 1

INTRODUCTION

Overview

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

Authority

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

Scope

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

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

Chapter 2

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Project Overview

The applicant (Mana Investments) seeks approval of an Annexation Request into the city of Vista, a Zone Change and a Tentative Subdivision Map (TSM) to subdivide an 11.4-acre (AC) property into 31 separate residential lots (not including lots for internal roads, detention basins, and slopes). **The Annexation Request would include a portion of Ridge Road from the project's western boundary east to the existing City of Vista boundary.** The subject property is located at 1405 Ridge Road, on the north side of the street between Sunset Drive to the west and South Melrose Drive to the east, in unincorporated San Diego County, but within the City's Sphere of Influence (see Figure 1 - Location Map in Attachment A).

Existing Environmental Setting

CITY OF VISTA

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

PROJECT SITE

The existing property has a County of San Diego land use designation of VR 4.3 (Village Residential - 4.3 Dwelling Units/Acre) and a County zoning designation of RR (Rural Residential). As previously noted, it is within the City's Sphere of Influence and correspondently has a MLD (Medium Low Density Residential) land use designation in the City's General Plan 2030 Update (GP 2030) (adopted 2011). The property is currently occupied by Parkway Nursery, Inc., a retail and wholesale palm tree nursery (see Figure 2 - Aerial Map of Existing Property in Attachment A). City staff reviewed a 2015 Bing Map aerial of the property that shows numerous rows of palm trees in various stages of growth, several dirt roads that crisscross the site from north to south and east to west, and an area in the northeast corner that appears to contain several piles of vegetative/organic debris and two small above-ground tanks (also confirmed in the *Phase I Environmental Site Assessment* (*Phase I*) prepared by Hillman Consulting, March 18, 2013 for the project). In the southeast corner of the site there appears to be a fairly large pile of soil and stacks of boxes (later confirmed through the "*Streetside*" view of Bing Maps from Ridge Road) and a long mound of soil shaped like an inverted "L", partially covered in black plastic that is purported to be part of a detention basin. According to the *Cultural Resources Study* prepared for the project (ASM Affiliates, April 2015), the parcel also contains two buildings, one of which is located in the western portion of the property (constructed between 1953-1964) and used as a garage, and the other is located farther east (constructed between 2006-2008) and is a temporary building used for storage.

As noted above, the site is currently within unincorporated San Diego County that is located immediately south of the Vista's boundary, but within the City's Sphere of Influence (see Figure 1 - Location Map in Attachment A). According to the *Phase I* (Hillman, 2013) the property was under agricultural cultivation for about 80 years. It was originally developed by at least 1925 with a residential structure, agricultural fields, and orchards. By at least 1947 a second structure was developed on the property, with the continued presence of the agricultural fields and orchard. By at least 1974 the orchards were gone, and the property was only developed with agricultural fields. Parkway Nursery has occupied the property since 2005.

Hydrologically, the site is situated in the Los Manos Hydrologic Sub-Area (HSA) (904.31) of the Agua Hedionda Hydrologic Area (HA) (904.30) within the Carlsbad Hydrologic Unit (HU) (904.0). According to the *Water Quality Technical Report* (*WQTR*) prepared for the proposed project (BHA, September 2014), the existing topography of the site is characterized by a high point in the middle of the property with gentle to steep slopes running in all directions from that point. Overall, elevations range from 420 feet AMSL at the high point to 352 feet AMSL in the southeastern corner of the property near Ridge Road. According to the *WQTR* (BHA, 2014), existing site drainage sheet flows downs these slopes in all directions, eventually concentrating in constructed ditches along the sides of the property. Storm water runoff discharges from the site in three locations; the northwestern corner, a culvert on the southern property frontage along Ridge Road, and the southeastern corner. In the northwest corner, a small sedimentation basin gathers runoff from approximately 2.4 acres of the site and outlets via a buried pipe to the northern neighboring property. The culvert on the property frontage crosses Ridge Road gathering runoff from roughly 1.6 acres of the site, including street flow generated by Ridge Road. This culvert directly discharges onto a neighboring property to the south. In the southeast corner, there is a large sedimentation basin that collects runoff from about 7.3 acres of the site, and outlets to Ridge Road as surface flow. The site runoff that outlets via the culvert and the southeast basin eventually flows to the same existing natural drainage channel to the southeast, which crosses beneath Ridge Road and runs in a southwesterly direction. The site runoff that outlets via the northwest sedimentation basin flows in the opposite direction, entering a different storm drain section near the intersection of Melrose Way and Marsopa Drive. Runoff from this storm drain system eventually outlets into an existing natural drainage channel at a point near Calavera Lake. Runoff from the lake outlets into Agua Hedionda Creek to the southwest where it eventually discharges into Agua Hedionda Lagoon and the Pacific Ocean. Additional information on hydrology and water quality can be found in Section IX Hydrology and Water Quality in Chapter 3 of this document.

According to the *Preliminary Geotechnical Evaluation* (*Geotech Report*) (GeoSoils, Inc., May 2013), the geologic units underlying the subject property consists of undocumented artificial fill, Quaternary-age colluvium, and weathered and unweathered Tertiary-age Santiago Formation. The soils prevalent on the property belong to Hydrologic Soils Group D. Group D soils have very slow infiltration rate when thoroughly wetted; chiefly clays that have a high shrink-swell potential, soils that have a high permanent water table, soils that have a claypan or clay layer at or near the surface, or soils that are shallow over nearly impervious material. Rate of water transmission is very slow. City staff also obtained and reviewed the soil classifications from the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service, San Diego County Area (Survey Area Version 8, September 2014) for the proposed site, which are listed below in Table 2-1.

TABLE 2-1
USDA SOIL CLASSIFICATIONS OF PROPOSED PROJECT SITE

San Diego County Area, California (CA638)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
AtD2	Altamont clay, 9 to 15 percent slopes, eroded	6.5	56.9%
BsD	Bosanko clay, 9 to 15 percent slopes	4.3	37.7%
LeD2	Las Flores loamy fine sand, 9 to 15 percent slopes, eroded	0.6	5.4%
Total for Area of Interest		**11.4**	**100.0%**

Source: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx - accessed 7/10/15

The *Geotech Report* (GeoSoils, 2013) also states that the underlying Santiago Formation contained two distinct sedimentary facies consisting of sandstone and claystone. The formation also exhibited a locally moderate to high degree of weathering in the upper approximately 1.5 to 3.5 feet of the site. Unweathered Santiago Formation was encountered at depths ranging from approximately 1.75 to 6.0 feet below the existing grade. Surficial weathered Santiago Formation is generally porous and considered potentially compressible in its existing state. However, unweathered Santiago Formation is considered competent

bearing materials.

As noted above, the project site has historically (i.e., since 1925) been used for agricultural and orchard production, and is currently occupied by Parkway Nursery, Inc., a retail and wholesale palm tree nursery. According to biological information on the County of San Diego's web-based Zoning and Property Information Tool[1], the Habitat Evaluation Model designates the property as Agriculture, and Vegetation is characterized as Urban, Disturbed Habitat, and Agriculture. Existing natural vegetation on-site is very limited, and amounts to roughly three to four non-native trees located around one of the structures. Some areas of the property that do not contain boxed palm trees appear to have some vestiges of non-native grasses and weeds growing on them; however, they apparently appear only for a short duration during the winter months before they are mowed on an annual basis.

Surrounding Land Uses

Immediately surrounding land uses (within a 645-foot radius) consists largely of large and medium size single-family residences on all sides, with a few parcels of agricultural land to the south across from Ridge Road. Further out (within a 1,150-foot radius), other land uses to the south include greenhouses (Kent's Bromeliad Nursery), and agricultural land to the west. In addition, there are residential developments to the north within the city of Vista boundary. The closest fire station to the site would be Vista Fire Station No. 1 located at 175 North (N.) Melrose Drive approximately 1.0 mile to the north-northeast. The closest police station would be the Vista Sheriff's Department located at the County complex off of South (S.) Melrose Drive just over 0.5 mile to the north-northeast. The closest existing public school is the Breeze Hill Elementary School located less than 0.25 mile to the northeast on Melrose Way. Buena Vista Creek and Agua Hedionda Creek are located 1.02 miles northwest and 2.1 miles southeast of the site, respectively. A tributary to Calavera Lake and Agua Hedionda Creek lies 225 feet to the southeast of the site. There are two North County Transit District (NCTD) BREEZE Bus stops (line 332) on S. Melrose Drive near the intersection with Branding Iron Drive less than 0.5 mile from the site. The McClellan-Palomar Airport is located about 3.5 miles to the south-southwest. The project site does not appear to be within the Airport Influence Area or the Airport Overflight Notification Area of this facility. However, while it appears that the site is within the FAA Height Notification Boundary, the eventual height of the future homes would not trigger FAA notification.[2] The project site is located within the Vista Sanitation District and within VID's service area.

Proposed Project Description

The proposed project would subdivide the subject property into 31 residential lots ranging in size from approximately 10,035 square feet (sq. ft.) to 15,565 sq. ft. (net) (0.23 acre - 0.36 acre); however, no buildings are proposed at this time (see Figure 3 - Proposed Tentative Subdivision Map in Attachment A). Overall, the **development of the** proposed project involves the demolition and grubbing, grading and construction of building pads, installation of wet and dry utilities, construction of private streets and street improvements along Ridge Road, and landscaping. The required discretionary approvals are described below:

- Annexation Request: Per City Council Policy 300-10 and Chapter 18.06 in the Vista Development Code, this request is required for passage of a City Council resolution to initiate annexation and apply to LAFCO on behalf of the applicant **for the subject property and a portion of Ridge Road from the project's western boundary east to the existing City of Vista boundary**;
- Zoning Change: Per Chapter 18.04 of the Vista Development Code, this application is required to change the existing zoning on the subject property from the County's RR (Rural Residential) to the City's R-1 (Residence Zone), which allows one single-family dwelling on a minimum 10,000 square foot parcel;

1 https://gis-public.co.san-diego.ca.us/COSDMAPS/Viewer.html?Viewer=Property%20Profile%20Map, Accessed 7/14/15.

2 McClellan-Palomar Airport Land Use Compatibility Plan, San Diego County Airport Land Use Commission, Adopted 1/25/10, amended 3/4/10.

- Tentative Subdivision Map: Per Chapter 17.12 in the Vista Development Code, this map is required for the division and development of 31 proposed single-family lots, and lots for a detention basin, slopes, and private road on the subject property.

The proposed acreage of each lot is listed in Table 2-2, below.

TABLE 2-2
PROPOSED LOT SIZE

LOT NUMBER	SQ. FT (Gross)	SQ. FT. (Net)	Acreage (Net)*
1	11,559	11,559	0.26
2	10,347	10,347	0.24
3	10,525	10,252	0.23
4	15,658	14,639	0.34
5	12,575	12,575	0.29
6	10,831	10,831	0.25
7	11,520	11,520	0.26
8	11,521	11,521	0.26
9	11,660	11,660	0.27
10	14,514	11,801	0.27
11	11,078	11,078	0.25
12	10,213	10,213	0.23
13	11,018	11,018	0.25
14	10,653	10,653	0.24
15	10,797	10,797	0.25
16	10,246	10,246	0.24
17	10,073	10,073	0.23
18	15,565	15,565	0.36
19	13,234	13,234	0.30
20	10,982	10,982	0.25
21	11,769	11,769	0.27
22	12,007	12,007	0.28
23	11,271	11,271	0.26
24	10,990	10,990	0.25
25	12,165	12,165	0.28
26	13,580	13,580	0.31
27	12,410	12,410	0.28
28	12,027	12,027	0.28
29	11,562	11,562	0.27
30	10,035	10,035	0.23
31	12,346	12,346	0.28
A Bioretention Basin	70,204	70,204	1.61
B Private Streets	63,416	63,416	1.46
C Slopes	1,415	1,415	0.03
Total			**11.36**

** = Acreage is rounded up.* *Source: BHA, Inc., 2014*

OVERALL SITE PLAN

The project would be developed to be compatible with the City's MLD (Medium Low Density Residential) land use designation (maximum 5 DU/AC) as identified in the City's GP 2030 (adopted 2011), and the R-1 zoning designation that the applicant seeks for the project (see Section IX - Land Use and Planning for further discussion). Future development of this subdivision is anticipated to consist of 31 single-family residences with a maximum of two stories (not exceeding a height of 35 feet) that would utilize wood frame construction (or similar methods) on a conventional slab-on-grade foundation. Access to each lot would be through driveways provided along the newly constructed private roads (Streets A & B). The project would be developed in two main phases. The first phase generally consists of site development, which would include demolition, grading the site and developing the building pads, installing the utilities, paving the private roads, and installing landscaping. This phase is estimated to be completed in approximately five months. The timing and length of the second phase, in which the homes would be constructed, is unknown at this point because each lot would be individually sold with the lot owner responsible for obtaining related permits such as building permits, etc.

DEMOLITION, GRADING AND SITE CONSTRUCTION

The initial stage of site development would in general involve demolition and grubbing of the property. This would include the removal of the boxed and in-ground palm trees, demolition of the two buildings, the removal of debris, vehicles, equipment (including aboveground storage tanks), and trees and vegetation, etc. from all areas of the site.

The second stage of development is anticipated to consist of surface (or mass) grading and developing the building pads. Preliminary calculations of the overall mass grading of the site are estimated at 58,650 cubic yards (CY) of cut and 58,650 CY of fill, which is anticipated to be balanced on the site. Graded slopes are proposed at gradients of 2:1 (horizontal: vertical) or flatter on the site. Mass grading operations are anticipated to range from 40 to 60 working days to complete. Temporary and permanent erosion control measures, such as vegetative protection, are required for all cut and fill slopes as detailed in Sections 17.56.280 (F), 17.56.290 (J), and 17.56.330 of the Development Code. See the Geology and the Hydrology/Water Quality sections of this document for additional discussion of the geotechnical and hydrological issues to be addressed in developing the project site.

The third stage of site development is expected to include the installation of wet and dry utilities, the construction of Streets A (extending north-south) and B (extending primarily east-west), driveways, half-width street improvements, and the installation of landscaping. A new 8-inch sewer main along Streets A and B would extend and connect to an existing Vista Sanitation District (VSD) 8-inch sewer line north of the site. A 20-foot wide all weather sewer access road with gates on either end would also be installed within a new sewer easement (see Figure 3 - Proposed Tentative Subdivision Map in Attachment A). Sewer laterals would extend from the new main in the streets and stubbed out into each lot. A new 8-inch water line in Streets A and B for potable drinking water would connect with an existing Vista Irrigation District (VID) 6-inch water main in Ridge Road. Laterals would then be extended from the new line to a water meter within each lot. Three fire hydrants would be installed; one located near the entrance on Street A, and one at each corner of Street B where the street turns southward ending in a cul-de-sac. The Vista Fire Department (VFD) would verify the final locations of the hydrants during review of the precise grading plans.

According to the *WQTR*, the proposed project presents an opportunity to improve the existing on-site drainage conditions and consolidate discharge locations. Essentially, the re-routing of the northwestern and southern discharge locations to the southeastern bio-retention basin would prevent future site runoff from causing damage to the neighboring northern and southern properties. Since Hydromodification sizing would be utilized for the bio-retention basin, any potential increase in the storm water discharge rate would be effectively mitigated. The proposed storm drain system would be composed of concrete brow ditches, inlets, modified rolled concrete curb and gutter, PVC drain pipes, two rip-rap dissipaters, and an 11,228 sq. ft. Bioretention Basin with Hydromodification Capacity. See Section VIII - Hydrology & Water Quality in this document for additional discussion on the drainage improvements and water quality.

Existing overhead electrical poles and service located along the northern and eastern boundary of the project site would be left in place. All new electrical service would be brought underground into the site from the existing service on the street. Four new street lights would also be installed; one placed on Street A near the intersection with Ridge Road, another placed on Street B near the intersection with Street A, and one at the end of each cul-de-sac on Street B. Improvements to Ridge Road include the following: a 40-foot wide right-of-way (ROW) improved with a 28 foot wide curb-to-curb pavement section centered within the ROW; installation of streetlights; pavement reconstruction to centerline plus 12 feet, or to existing edge of roadway (approximately another 1-3 feet) per direction from the City Engineer; 6-inch curb/gutter; 6-foot graded shoulder; a minimum pavement section of 4-inch Asphalt Concrete over 8-inch Class II Aggregate Base structural pavement section with a Traffic Index of 8.0.

PROPOSED LANDSCAPING

The overall landscape plan for the project site would consist of a variety of native and non-native evergreen and deciduous trees, shrubs, and groundcover that would be planted on the graded slopes of the lots and driveways, within the detention basins, and along the streets to provide slope and soil stabilization, shade, color, and visual integration with the surrounding landscape (see Figure 4 - Conceptual Landscape Plan in Attachment A). Plant selection is based on the Water Efficient Landscaping ordinance in the City's Development Code, Chapter 18.56. All of the proposed plant species would be drought tolerant and require low water use. The Maximum Applied Water Allowance for the proposed project (MAWA) and the Estimated Total Water Use (ETWU) is detailed in Table 2-3, below.

TABLE 2-3
LANDSCAPE WATER REQUIREMENTS

MAWA FORMULA	ETWU FORMULA
Water Budget = (ETo)(0.62) [(0.7)(LA) + (0.3)(SLA)] Abbreviations: ETo = Evapotranspiration in inches per year. 0.62 = Conversion factor to gallons per square foot. 0.7 = Evapotranspiration (ET) adjustment for plant factors and irrigation efficiency. LA = Landscape Area (including Special Landscape Area) in square feet. SLA = Special Landscape Area in square feet. 0.3 = The additional ET adjustment factor for special landscape areas.	**Estimated Water Use = (ETo)(0.62) ((PF x HA / IE + SLA)** Abbreviations: ETo = Evapotranspiration in inches per year. 0.62 = Conversion factor to gallons per square foot. PF = Plant factor from WUCOLS (Water Use Classification Of Landscape Species). HA = Hydrozone Area in square feet; each HA shall be classified according to its water use – high, medium, low, or very low - according to the legends on the planting plans. IE = Irrigation Efficiency – Average 0.7. SLA = Special Landscape Area in square feet.
PROPOSED PROJECT WATER BUDGET	**PROPOSED PROJECT ESTIMATED WATER USE**
TOTAL (51.1)(0.62) [(0.7)(84,743) + (0.30)(0)] = **1,879,379 GAL/YEAR**	**TOTAL** (51.1)(0.62) [(0.5 x 84,743/0.75) + (0)] = **1,789,874 GAL/YEAR**

Source: Howard Associates, 2014

As shown in Table 2-3, the total ETWU for the proposed landscape plan would be 1,789,874 gallons per year, some 89,505 gallons per year less than the MAWA.

ADDITIONAL APPROVALS

Besides review under CEQA, the proposed project would be required to obtain the following additional approvals from the City: Right-of-Way Permit, Grading Permit, Landscape Construction Plan, and (eventually) Building Permits. In addition, before the final TSM is recorded, all Conditions of Approval must be satisfactorily completed. Other public agency approvals are cited on page 3-1.

Chapter 3

INITIAL STUDY ENVIRONMENTAL CHECKLIST

Project Information

PROJECT TITLE: Presidio Vista Tentative Subdivision Map and Annexation

LEAD AGENCY NAME AND ADDRESS:
City of Vista
Community Development Department
Planning Division
200 Civic Center Drive
Vista, California 92084

CONTACT PERSON:
Patsy Chow, City Planner
(760) 643-5390
pchow@cityofvista.com

PROJECT LOCATION: 1405 Ridge Road, on the northerly side between Sunset Drive to the west and South Melrose Drive to the east in the County of San Diego.

PROJECT APPLICANT:
C. Blair Pruett, Investment Partner
Mana Investments
5927 Balfour Ct., Suite 208
Carlsbad, CA 92008
(760) 802-6558

GENERAL PLAN DESIGNATION: Existing - VR-4.3 (County); Proposed – MLD (City)

ZONING DESIGNATION: Existing - RR (County) Proposed - R-1 (City)

DESCRIPTION OF PROJECT: See Chapter 2, Project Description.

SURROUNDING LAND USES AND SETTING: See Chapter 2, Project Description.

OTHER PUBLIC AGENCY APPROVALS: As a Responsible Agency, San Diego Local Agency Formation Commission (LAFCO) review and approval of the Change of Organization or Reorganization Application for the Applicant's annexation request; Notice of Intent to the State Water Resources Control Board (SWRCB) and preparation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements of the most recent National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit.

Environmental Factors Potentially Affected

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

Environmental Determination

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

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

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

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

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

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

John Hamilton, Environmental Planner — 8-25-15 Date

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

Applicant or Owner — 11-2-15 Date

Evaluation of Environmental Impacts

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

1. Provide the Lead Agency ("City of Vista") with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
   a) Focusing the EIR on the effects determined to be significant;
   b) Identifying the effects determined not to be significant;
   c) Explaining the reasons why potentially significant effects would not be significant; and,
   d) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

IMPACT TERMINOLOGY

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

- A finding of *no impact* is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered *less than significant* if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered *potentially significant* if the analysis concludes that it could have a substantial adverse effect on the environment.

I. Aesthetics *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

DISCUSSION

a - b. NO IMPACT. Visual resources can be valued both objectively and subjectively based on their uniqueness, prominence, quality, relationship to community identity, and economic contributions, such as to land values and tourism. Visual resources are important from an aesthetic perspective when, based on the characteristics listed above, they are identified as containing significant scenic value. Within this understanding, a scenic vista can be defined as the view of an area that is visually or aesthetically unique, such as a valley or a mountain range. A review of the San Luis Rey and San Marcos USGS maps of the project area, as well as the review of general plans of Vista and San Diego County did not identify a scenic vista that could be viewed within the project area (i.e., on or adjacent to the project site). As a result, the construction of the proposed project would not result in significant impacts on a scenic vista.

The proposed project would not substantially damage scenic resources or historic buildings within a state scenic highway. The existing 11.4-acre project site (see Figure 1 - Location Map and Figure 2 - Aerial Map of Existing Property in Attachment A) is located in unincorporated San Diego County immediately adjacent to Ridge Road, which is not identified as a state scenic highway. Consequently, project implementation would not substantially damage scenic resources, and significant impacts would not occur.

c. LESS THAN SIGNIFICANT IMPACT. The proposed project would not substantially degrade the existing visual character or quality of the project site or surroundings. As discussed in the Existing Environment Setting section in Chapter 2, the property has been under some kind of agricultural development since 1925, and Parkway Nursery has occupied the site since 2005. The visual character of the existing property is defined by the nursery operation that includes boxed palm trees, two buildings, the four aboveground storage tanks, trucks and other machinery, and various piles of debris. The visual character of the immediately surrounding land can be defined as semi-rural, as there are areas of vacant land, greenhouses and a few single-family lots and residences to the south, and larger size single-family lots and residences to the north, west and east.

As noted in the Proposed Project Description section in Chapter 2 of this document, the project involves subdividing the property into 31 lots (10,000 sq. ft. minimum size) with driveways off of two internal private streets. As depicted in Figure 4 - Conceptual Landscape Plan in Attachment A, the overall landscape plan for the site would consist of a variety of native and non-native evergreen and deciduous trees, shrubs, and groundcover that would be planted on the graded slopes of the lots, along the private streets, and within the Bioretention Basin, which would help provide visual integration with the surrounding landscape. Although the proposed project would change the existing visual character of the site through the creation of the

proposed development, the change would be in keeping with the visual quality of the residential development to the north, and in many ways would actually improve and upgrade the visual quality of the existing property. Accordingly, project implementation would result in less than significant impacts.

d. NO IMPACT. The proposed project would not create a substantial source of light or glare. Construction of the project would include the installation of four new street lights would also be installed; one placed on Street A near the intersection with Ridge Road, another placed on Street B near the intersection with Street A, and one at the end of each cul-de-sac on Street B. All lights would be specified to match City standards for street lights in the Development Code (e.g., shielded and directed away from residential property boundaries). The installation of the street lights would not create a significant, substantial source of light or glare within the project area. In addition, architectural plans would be reviewed by the Building Department and City Planner prior to each lot owner obtaining building permits, including whether the exterior building materials or exterior lights would produce substantial glare. Conformance with the Development Code, permit plan checks, and approvals by City staff would ensure that substantial lighting and glare impacts from future building and site development would not be created. Therefore, significant impacts would not occur with project implementation.

II. Agriculture Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Convert Prime Farmland as defined in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, or Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to nonagricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒

DISCUSSION

a - b. LESS THAN SIGNIFICANT IMPACT.

POTENTIAL FARMLAND CONVERSION IMPACTS

The potential impacts from conversion of farmland are discussed below under two conversion scenarios: the first would be under the definition of prime agricultural lands as defined by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 for annexation considerations under LAFCO; the second would be under maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation.

Potential Farmland Conversion Impacts Under LAFCO

The 11.4-acre site of the proposed project is located is located at 1405 Ridge Road, on the north side of the street between Sunset Drive to the west and South Melrose Drive to the east, in unincorporated San Diego County, but within the City's Sphere of Influence (see Figure 1 - Location Map). As stated in Chapter 2 of this document, the property was under agricultural cultivation for about 80 years (1925 - 2005). Parkway Nursery has occupied the property since 2005. It is currently designated as SR-1 (Semi-Rural Residential) in the County's General Plan (adopted 2011), and is zoned as RR (Rural Residential) in the County's Zoning Ordinance. The proposed City of Vista Land Use and Zoning designations are MLD and R-1, respectively.

The applicant seeks approval of an Annexation Request into the city of Vista, which is required for passage of a City Council resolution to initiate annexation and apply to LAFCO on behalf of the applicant. LAFCOs are required to consider how spheres of influence or changes of local governmental organization could affect open space and prime agricultural lands, based on specified criteria. Proposals for annexation must be further reviewed for their effect on maintaining the physical and economic integrity of agricultural lands (CA Govt. Code Section 56668(e)). The key element for the LAFCO analysis is to determine whether the proposal territory is considered prime agricultural lands, as defined by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

As defined in CA Government Code Section 56064, *Prime agricultural land* is:

> *"…an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:*
>
> *(a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.*

(b) Land that qualifies for rating 80 through 100 Storie Index Rating.

(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.

(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years."

As stated in the Existing Environmental Setting section in Chapter 2 of this document, there are three soil classifications from the USDA's Natural Resources Conservation Service (NRCS) on the proposed site, which are listed below in Table AGRI-1. Of the three soil groups that exist on-site, none of the groups are considered "prime agricultural soil". As a result, the majority of the proposal territory (the project site) does not consist of prime agricultural land as defined by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

TABLE AGRI-1
NRCS QUALIFIED PRIME AGRICULTURAL LAND

San Diego County Area, California (CA638)					
Map Unit Symbol	**Map Unit Name**	**Irrigated Capability Class ***	**CA Revised Storie Index****	**Acres in AOI**	**Percent of AOI**
AtD2	Altamont clay, 9 to 15 percent slopes, eroded	Class 3 - Severe	Grade 4 - Poor	6.5	17.4%
BsD	Bosanko clay, 9 to 15 percent slopes	Class 3 - Severe	Grade 4 - Poor	4.3	22.8%
LeD2	Las Flores loamy fine sand, 9 to 15 percent slopes, eroded	Class 4 - Very Severe	Grade 2 - Good	0.6	7.0%
Total for Area of Interest (AOI)				**11.4**	**100.0%**

Source: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx - accessed 7/10/15
Notes: * = Limitations of irrigated capability. ** = Grade 2 soils in the CA Revised Storie Index are considered to have a 61 to 80 rating in the NRCS Index Storie Rating, and are not considered prime soils.

Potential Farmland Conversion Impacts Under CA Department of Conservation

Based on a review of the San Diego County Important Farmland Map (Sheet 1 of 2) prepared under the Farmland Mapping and Monitoring Program by the California Department of Conservation (2010), the property is not designated as Prime Farmland or Farmland of Statewide Importance. None of the NRCS soil designations meet the criteria for Prime Farmland or Farmland of Statewide Importance. Therefore, development of the proposed project would not result in significant impacts in converting Prime Farmland or Farmland of Statewide Importance to a non-agricultural use.

POTENTIAL IMPACTS WITH EXISTING ZONING FOR AGRICULTURAL USE OR WILLIAMSON ACT CONTRACTS

As stated in the discussion above, the site of the proposed project is located in unincorporated San Diego County, but within the City's Sphere of Influence. It is currently zoned RR in the County's Zoning Ordinance as are the surrounding properties within the County. The RR zone permits agricultural crop production while also allowing two single-family residence on a one-acre minimum parcel. As described in Chapter 2 of this document, under the proposed project the applicant seeks a zoning change designation to R-1 (Residence Zone), which allows one single-family dwelling on a minimum 10,000 square foot parcel. The proposed project would not result in a conflict with the existing zoning for agricultural use of the adjacent parcels because both designations allow single-family residential as a permitted use. Further, none of the adjacent properties or the project site itself is under a Williamson Act contract. As a result, development of the

proposed project would not result in significant impacts to properties with existing zoning for agricultural use or with Williamson Act contracts.

c. NO IMPACT. The proposed project would not involve any other changes in the existing environment that could result in conversion of Farmland to nonagricultural use.

III. Air Quality *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. 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 (including releasing emissions which exceed qualitative thresholds for ozone precursors?)	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is summarized and based on the findings contained within the report, *Air Quality Assessment for the Presidio Vista Residential Project* (*AQ Report*) (Scientific Resources Associated [SRA], February 9, 2015) prepared for the proposed project. This report is on file and available for review with the City's Planning Division.

DISCUSSION

a. NO IMPACT. Projects that are consistent with existing General Plan documents, which are used to develop air emissions budgets for the purpose of air quality planning and attainment demonstrations, would be consistent with the San Diego Air Basin's (SDAB) air quality plans, including the San Diego Regional Air Quality Strategy (RAQS) and the State Implementation Plan (SIP). Both of these air quality plans contain strategies for the region to attain and maintain the ambient air quality standards. Provided a project proposes the same or less development as accounted for in a General Plan document, and provided the project is in compliance with applicable Rules and Regulations adopted by the San Diego Air Pollution Control District (SDAPCD) through their air quality planning process, the project would not conflict with or obstruct implementation of the RAQS or SIP.

The proposed Presidio Vista TSM Project seeks annexation into the city and would develop a use consistent with the current GP 2030 land use designation of MLD (Medium Low Density) for the site, which is within Vista's Sphere of Influence. Therefore, it is by default consistent (i.e., conforming to the same principles or course of action) with the proposed San Diego Association of Government (SANDAG) growth (or population) projections within this area. As a result, the proposed project satisfies the Consistency Criterion of the RAQS, and would be consistent with the SIP for the criteria pollutants under examination. Consequently, no significant impacts would arise from project implementation.

b - e. LESS THAN SIGNIFICANT IMPACT. Development of the proposed project overall is estimated to require 11.5 months to complete; however, it would occur in two phases. The first phase generally consists of site development, which would include demolition, grading the site and developing the building pads, installing the utilities, paving the private roads, and installing landscaping. This phase is estimated to be completed in approximately five months. The timing and length of the second phase in which buildings would be constructed is unknown at this point; however, for analytical purposes it was assumed to be complete in 6.5 months. Nevertheless, neither construction nor long-term operation of the site (including future homes) would contribute substantially to air quality problems currently experienced in the SDAB as discussed below. Existing climate and air quality conditions, as well as the applicable air quality significance criteria and project impacts are also summarized below.

EXISTING CLIMATE AND AIR QUALITY LEVELS

The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

The climate of the Vista area is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Most of the annual rainfall occurs in the winter while summers are often completely dry. An average of 12.95 inches of rain falls each year, mainly occurring from mid-November to early April. The average maximum temperature is 74 degrees Fahrenheit (F), while the average minimum temperature is 51.9 degrees F (Western Regional Climate Center 2012).

However, the same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted by the climate. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. High smog levels in coastal communities occasionally occur when polluted air from the South Coast (Los Angeles) Air Basin drifts seaward and southward at night, and then blows onshore the next day. Such weather patterns are particularly frustrating because no matter what San Diego County does to achieve clean air, such interbasin transport will occasionally cause unhealthy air over much of the County despite its best air pollution control efforts.

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The nearest ambient monitoring station to the project site is the East Valley Parkway monitoring station in Escondido, which measures Ozone (O_3), Fine Particulate Matter ($PM_{2.5}$), Particulate Matter (PM_{10}), Nitrogen Dioxide (NO_2), and Carbon Monoxide (CO). This station ceased measuring CO in 2012. The nearest monitoring station that measures Sulfur Dioxide (SO_2) is located in downtown San Diego; however, this station ceased measuring SO_2 in 2011. Ambient concentrations of pollutants over the three-year period from 2011 to 2013 are presented in Table AQ-1.

The federal 8-hour O_3 standard was exceeded twice in 2011, and was not exceeded in 2012 or 2013 at the Escondido monitoring station during the period from 2011 through 2013. The Escondido monitoring station recorded exceedances of the federal $PM_{2.5}$ standard during the period from 2011 through 2013; however, the standard is not defined by a single exceedance and the SDAB remains unclassified/attainment for $PM_{2.5}$. The Escondido monitoring station also measured exceedances of the State O_3, PM_{10}, and $PM_{2.5}$ standards during the period from 2012 to 2013. The data from the monitoring stations indicate that air quality is in attainment of all other NAAQS and CAAQS.

TABLE AQ-1
AMBIENT BACKGROUND CONCENTRATIONS
(ppm unless otherwise indicated)

Pollutant	Averaging Time	2011	2012	2013	CAAQS	NAAQS	Monitoring Station
Ozone	8 hour	0.089	0.073	0.074	0.070	0.075	Escondido
	1 hour	0.098	0.084	0.084	0.09	--	Escondido
PM_{10}	Annual	18.8	18.1	23.1	20 µg/m³	--	Escondido

Pollutant	Averaging Time	2011	2012	2013	CAAQS	NAAQS	Monitoring Station
	24 hour	40	33	82	50 µg/m³	150 µg/m³	Escondido
$PM_{2.5}$	Annual	10.4	10.5	10.5	12 µg/m³	15 µg/m³	Escondido
	24 hour	67.7	70.7	56.3	--	35 µg/m³	Escondido
NO_2	Annual	0.013	0.013	0.013	0.030	0.053	Escondido
	1 hour	0.062	0.062	0.061	0.18	0.100	Escondido
CO	8 hour	2.20	3.61	NA	9.0	9.0	Escondido
SO_2	Annual	0.000	NA	NA	–	0.5[1]	San Diego
	24 hour	0.002	NA	NA	0.25	0.075	San Diego

1 Secondary NAAQS; NA – Data not available *Source: SDAPCD 2014*

CRITERIA THRESHOLDS AND ANALYSIS METHODOLOGY

According to the *AQ Report* (SRA, 2015), to determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors NOX and VOCs, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA).

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. Since SDAPCD does not have AQIA thresholds for emissions of VOCs, the use of the threshold for VOCs from the City of San Diego's Significance Thresholds (City of San Diego, 2011) is appropriate. The screening thresholds are included in Table AQ-2, below.

TABLE AQ-2
SCREENING-LEVEL CRITERIA THRESHOLDS FOR AIR QUALITY IMPACTS

Pollutant	Total Emissions		
Construction Emissions			
	Lb. per Day		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)[1]	55		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)[2]	137		
Operational Emissions			
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)[1]	---	55	10
Oxides of Nitrogen (NOx)	25	250	40
Oxides of Sulfur (SOx)	25	250	40

Pollutant	Total Emissions		
Carbon Monoxide (CO)	10 0	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)[2]	---	137	15

Source: SDAPCD 2014

[1] $PM_{2.5}$ is not currently regulated under SDAPCD Rule 20.2. $PM_{2.5}$ thresholds are based on SCAQMD significance thresholds of 55 lbs/day for construction and operation, and 10 tons/year for operation.

[2] VOCs are not regulated under SDAPCD Rule 20.2. VOC thresholds are based on City of San Diego's Significance Determination Thresholds.

The thresholds listed in Table AQ-2 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the NAAQS and CAAQS, including appropriate background levels. For nonattainment pollutants (O_3, with ozone precursors NO_x and VOCs, and PM_{10}), if emissions exceed the thresholds shown in Table AQ-2, the proposed project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and federal government as toxic air contaminants (TACs) or Hazardous Air Pollutants (HAPs). SDAPCD Regulation XII establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit additional TACs. Under Rule 1210, emissions of TACs that result in a cancer risk of 10 in 1 million or less and a health hazard index of one or less would not be required to notify the public of potential health risks. If a project has the potential to result in emissions of any TAC or HAP which result in a cancer risk of greater than 10 in 1 million, the project would be deemed to have a potentially significant impact.

With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Any project which has the potential to directly impact a sensitive receptor located within one mile and results in a health risk greater than 10 in 1 million would be deemed to have a potentially significant impact.

SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person. A project that proposes a use which would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

CONSTRUCTION EMISSION IMPACTS

Preliminary calculations of the overall mass grading of the site are estimated at 58,650 cubic yards (CY) of cut and 58,650 CY of fill, which is anticipated to be balanced on the site. Graded slopes are proposed at gradients of 2:1 (horizontal: vertical) or flatter on the site. Mass grading operations are anticipated to take up to 40 working days to complete. Temporary and permanent erosion control measures, such as vegetative protection, are required for all cut and fill slopes as detailed in Sections 17.56.280 (F), 17.56.290 (J), and 17.56.330 of the City's Development Code. During construction, it was assumed that standard fugitive dust control measures would be used to reduce emissions of particulate matter from the site, including watering of the site three times per day. See the *AQ Report* (SRA, 2015) for additional analytical details. Emission levels associated with construction of the proposed project are presented in Table AQ-3, below.

TABLE AQ-3
ESTIMATED CONSTRUCTION EMISSIONS

Emission Source	ROG [1]	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
lbs./day						
Grading						
Grading - Fugitive Dust	-	-	-	-	2.53	1.31
Off-road Diesel	6.78	79.05	50.84	0.06	3.80	3.50
Worker Travel	0.08	0.09	0.99	0.002	0.17	0.04
TOTAL	**6.86**	**79.14**	**51.83**	**0.06**	**6.50**	**4.85**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Utilities						
Off-road Diesel	1.66	15.25	9.69	0.01	1.18	1.09
Worker Travel	0.04	0.05	0.49	0.00	0.08	0.02
TOTAL	**1.70**	**15.30**	**10.18**	**0.01**	**1.26**	**1.11**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Off-road Diesel	2.32	25.18	14.98	0.02	1.41	1.30
Worker Travel	0.06	0.07	0.74	0.00	0.12	0.03
TOTAL	**2.38**	**25.25**	**15.72**	**0.02**	**1.53**	**1.33**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Off-road Diesel	3.66	30.03	18.74	0.03	2.12	1.99
Vendor Trips	0.04	0.33	0.36	0.01	0.03	0.01
Worker Trips	0.04	0.05	0.54	0.00	0.09	0.02
TOTAL	**3.74**	**30.41**	**19.64**	**0.04**	**2.24**	**2.02**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Architectural Coatings Application						
Architectural Coatings Off-gassing	8.02	-	-	-	-	-
Off-road Diesel	0.41	2.57	1.90	0.00	0.22	0.22
Worker Trips	0.01	0.01	0.10	0.00	0.02	0.00
TOTAL	**8.44**	**2.58**	**2.00**	**0.00**	**0.24**	**0.22**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Maximum Daily Emissions						
Maximum Daily Emissions	**12.17**	**79.14**	**51.83**	**0.06**	**6.50**	**4.85**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

Source: SRA, 2015

Note: 1. ROG (Reactive Organic Gases) is a term formerly used by the US EPA, but still used by CARB, to describe a group of precursors to smog; however, the EPA now uses the term VOC (Volatile Organic Gases) that encompasses minor differences in constituents.

Construction of the project would be short-term and temporary, and as shown in Table AQ-3 above, emissions associated with construction are below the significance thresholds for all construction phases and pollutants.[3] Therefore, the emissions associated with construction would not result in a significant impact on the ambient air quality.

3 Please note that this table includes architectural coatings applications. This phase will be conducted at a later, but unknown date; however, it has been included to assess the worst-case scenario.

OPERATION EMISSION IMPACTS

The main operational impacts associated with the project would be impacts associated with traffic. Minor impacts would be associated with energy use and landscaping. To address whether the proposed project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the operational emissions associated with the project were compared with the significance thresholds. To estimate emissions associated with project-generated traffic, the CalEEMod Model, Version 2013.2.2, was used. The CalEEMod Model contains emission factors from the EMFAC2011 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Emissions associated with area sources (energy use and landscaping activities) were also estimated using the default assumptions in the CalEEMod Model. It was assumed that the buildings would meet Title 24 standards as of 2013, which would result in a 15 percent reduction in energy use over Title 24 as of 2008. See the AQ Report (SRA, 2015) for additional analytical details about operational impacts.

TABLE AQ-4
PREDICTED OPERATIONAL EMISSIONS

Emission Source	ROG *	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer, lbs/day						
Area Sources	1.81	0.03	2.60	0.00	0.06	0.06
Energy Use	0.02	0.19	0.08	0.00	0.02	0.02
Vehicular Emissions	1.19	2.72	12.53	0.03	1.91	0.53
TOTAL	**3.02**	**2.94**	**15.21**	**0.03**	**1.98**	**0.60**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Winter, lbs/day						
Area Sources	1.81	0.03	2.60	0.00	0.06	0.06
Energy Use	0.02	0.19	0.08	0.00	0.02	0.02
Vehicular Emissions	1.27	2.89	13.11	0.03	1.91	0.53
TOTAL	**3.10**	**3.11**	**15.78**	**0.03**	**1.98**	**0.60**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Annual, tons/year						
Area Sources	0.32	0.00	0.23	0.00	0.003	0.003
Energy Use	0.004	0.03	0.01	0.00	0.003	0.003
Vehicular Emissions	0.22	0.52	2.32	0.005	0.34	0.01
TOTAL	**0.54**	**0.56**	**2.57**	**0.005**	**0.35**	**0.02**
Significance Criteria	15	40	100	40	15	15
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

***** See note in Table AQ-3 regarding ROG. *Source: SRA, 2015*

As indicated in Table AQ-4, the operational emission levels of the proposed project would not exceed the significance thresholds for any identified pollutant. Based on the anticipated construction operations and traffic levels generated by the proposed project, exceedance of federal and State air quality thresholds is not expected to occur with project implementation. These thresholds also account for a specific project's contribution to cumulative impacts to air quality, and the proposed project would fall below the level allowed by those significance thresholds consequently; therefore, less than significant impacts would be generated from project implementation.

IMPACTS TO SENSITIVE RECEPTORS

Single-family residential uses are considered potentially sensitive receptors for air quality purposes because some residents, such as the very young, the elderly, and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution. Residences are found around and adjacent to the entire project site. However, as discussed above, air emissions that could occur from both construction and operations of the project would be well below significance thresholds; therefore, impacts to sensitive receptors would be less than significant, and mitigation measures are not required.

ODOR IMPACTS

Construction activities associated with the proposed project could generate substances such as volatile organic acids, alcohols, aldehydes, amines, fixed gases, carbonyls, esters, which could result in short-term impacts related to objectionable odors. However, the odors would be produced only during intermittent, brief periods during construction, and the overall construction phase of the project would be temporary and short-term in duration. Operation of the project is not anticipated to generate noticeable objectionable odors. As such, impacts resulting from objectionable odors are considered less than significant.

IV. Biological Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

DISCUSSION

a - f. NO IMPACT. As stated in the Existing Environmental Setting section in Chapter 2 of this document, the project site has been used for agricultural and orchard production since 1925. Parkway Nursery, Inc., a retail and wholesale palm tree nursery, has been actively using the property since 2005. According to biological information on the County of San Diego's web-based Zoning and Property Information Tool, the Habitat Evaluation Model designates the property as Agriculture, and Vegetation is characterized as Urban, Disturbed Habitat, and Agriculture. Existing natural vegetation on-site is very limited, and amounts to three non-native trees (preliminarily identified as one Eucalyptus, and two Peruvian peppertree [Schinus molle]) located around one of the structures. Some areas of the property that do not contain boxed palm trees appear to have some scattered vestiges of weedy vegetation growing on them; however, they apparently appear only for a short duration during the winter months before they are mowed on an annual basis. Due to the highly disturbed nature of the project site and the surrounding area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. However, given the current nursery operations and very limited amount of natural vegetation, the site does not appear to support nesting opportunities during the nesting season for migratory birds. Consequently, candidate, sensitive, or special status plant or wildlife species are not expected to occur on the site given the lack of suitable soils, habitat, and the highly disturbed nature of the property. In addition, the site does not support riparian habitat, wetlands, or other sensitive natural community identified by federal, state, regional, or local agencies, plans, policies, or regulations. The project site is not located within any known or reported local or regional wildlife corridors, it does not contain any biological resources that are protected by city or county policies, or

approved local, regional, or state habitat conservation plans, and does not contain biological resources of any value. As a result, potentially significant direct or indirect impacts to sensitive habitat, plant or wildlife species, riparian or wetland habitat, local or regional wildlife corridors, local or state conservation plans, and locally protected or valuable biological resources are not anticipated to occur.

V. Cultural Resources *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The discussion below is summarized and based primarily on the findings contained within the *Cultural Resources Study for the Presidio Vista Project, City of Vista, San Diego County, California (Cultural Report)* (ASM Affiliates, Inc. (ASM), March 9, 2015, revised April 24, 2015) prepared for the proposed project. The report is on file and available for review in the City's Planning Division office.

DISCUSSION

a. NO IMPACT. The project would not cause a substantial adverse change to a historic resource. Two buildings are present on the subject property, one described as the "western building", the other as the "eastern building". The western building was constructed between 1953 and 1964 and therefore meets the age threshold for eligibility for listing on the California Register of Historical Resources (CRHR) and as a CEQA historical resource. A formal evaluation of eligibility for listing in the CRHR, and the Local Register (City of Vista) was performed. The building is recommended not eligible for listing in the CRHR because it does not meet any of the four criteria of eligibility, as noted in the *Cultural Report* (ASM, 2015). Although the building retains its integrity of location and setting, it no longer retains integrity of design, materials, craftsmanship, association, and feeling. Therefore the building has lost its overall integrity. The western building also does not qualify as a historical resource that exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history for the same reason; loss of overall integrity. The eastern building is a modern temporary building that was put in place between 2006 and 2008; therefore, it does not meet the age threshold for eligibility to the CRHR or Local Register. No evaluation is needed for this building. As a result, construction of the proposed project would not have any significant impacts on historic resources.

b. LESS THAN SIGNIFICANT WITH MITIGATION. According to the *Cultural Report* (ASM, 2015) prepared for the project, a records search of the Sacred Lands File held by the Native American Heritage Commission (NAHC) was conducted on February 5, 2015. The NAHC responded on March 3, 2015 that the record search of the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC included a list of tribal contacts which may have additional knowledge of the project site and area. Responses were received from the Pala Band of Mission Indians, Rincon Band of Luiseño Indians, and Pauma Band of Luiseño Indians. These comments included requests for continued consultation and the inclusion of a Native American Monitor during ground disturbing activities.

A records search of the project site was conducted at the South Coastal Information Center (SCIC) of the California Historical Resources Information System (CHRIS), San Diego State University on February 13, 2015 and April 23, 2015. The search included the project site, and a one-mile radius around it. The results of the records search indicated that 66 cultural resource reports have addressed cultural resource studies within a one-mile radius of the project site; however, no previously recorded cultural resources are located within the project site. In addition, 39 archaeological and historic resources have been previously recorded

within the one-mile record search radius. However, all but one (SDI-5792 - a prehistoric trail) are located more than 0.5 mile from the project site.

Historic aerial photographs and historic USGS topographic maps of the Area of Potential Effect (APE) from www.historicaerials.com were used as part of the historical research of the site, as well as a chain of title search. A 1938 aerial photograph of the project area shows some agricultural use within the site, but no buildings. A 1947 aerial photograph shows a portion of the site being used for agriculture, and one building present within the current location of the eastern building. A 1953 aerial photograph shows the development of two roads and continued agricultural use of the area. A 1964 aerial photograph shows the addition of the western building, which was therefore constructed between 1953 and 1964. Aerial photographs from 1980, 1981, 1989, 1990, 1994, and 1997 shows dense tree cover surrounding the buildings and open agricultural fields in the remainder of the site. Aerial photographs from 2002, 2003, and 2005 shows the buildings present, but the trees surrounding them cleared and the remainder of the property in use for agricultural purposes. Google Earth aerial images show that the eastern building was removed between 2006 and 2008, and was replaced with the eastern temporary building, which exists today.

Representatives from ASM and Saving Sacred Sites (Luiseño Native American monitors) conducted an on-site pedestrian survey for cultural resources of the 11.4-acre parcel on February 11, 2015. Field methods consisted of a pedestrian survey of the site in transects spaced at 15-meter intervals. The site was photographed and all visible soils were examined for cultural resources. According to the *Cultural Report* (ASM, 2015), approximately half of the survey area was cleared land with 100 percent ground surface visibility, and approximately half of the survey area was covered with palm tree agriculture with less than 50 percent ground surface visibility. No archaeological resources were identified within the project site as a result of the pedestrian survey.

Due to the possibility of "*buried cultural resources*", the *Cultural Report* (ASM, 2015) recommended construction monitoring by a Qualified Archaeologist and Native American monitor during grading of the project site. The reasons for construction monitoring include the following: a) Buena Vista Creek, which is culturally important to the Luiseño people and has a number of recorded archaeological resources along it, is less than a mile away (but over 0.5 mile) from the project site; and, b) the Native American monitor on the initial on-site survey recommended that archaeological and Native American (Luiseño) monitoring be conducted during ground-disturbing activities due to the reasons cited in a) as well as the underlying colluvium soils and nearby tributary creek.[4] As a result, uncovering unforeseen archaeological resources (or buried cultural resources) during ground-disturbing activities would result in significant impacts. However, with the implementation of mitigation measures CR-1 to CR-6 (below), these impacts would be reduced to less than significant levels.

MITIGATION MEASURES

CR-1 Due to the potential for uncovering unknown sub-surface archaeological resources, cultural resource mitigation monitoring shall be undertaken for any and all on-site and off-site ground disturbing activities (as specified in CR-2). If on-site ground disturbing activities (e.g., exploratory trenching or excavations) are required for any informal or formal solicitation (written or spoken) of construction bids, all applicable requirements identified in the measures CR-2 - CR-6, and CR-8 below shall be undertaken by the Applicant and/or Owner.

CR-2 Cultural resource mitigation monitoring shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a Qualified Archaeologist and a Luiseño Native American Monitor 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

4 *Third Party Review: Cultural Resources Study for the Presidio Vista Project* memorandum (Helix, 2015).

any other ground disturbing or altering activities, including the placement of imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and related off-site road improvements or utility installations in Ridge Road. 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 Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.
- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing or altering activities, as identified above.
- The Qualified Archaeologist and/or Luiseño Native American monitor may halt ground disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the Qualified Archaeologist and the Luiseño Native American monitor, in consultation with the San Luis Rey Band of Mission Indians (San Luis Rey Band). Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources.
- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the San Luis Rey Band shall be notified and consulted in drafting and finalizing any such recovery plan.

CR-3 Prior to the issuance of a Grading Permit, and subject to approval of terms by the City, the Applicant or Owner, and/or Contractor shall enter into a Pre-Excavation Agreement with the San Luis Rey Band. A copy of the signed Agreement shall be forwarded to the City Planner. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant or Owner, and/or Contractor, and the San Luis Rey Band for the protection and treatment of, but not limited to, such items as Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through the cultural resource mitigation monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, soil surveys, grading, or any other ground disturbing activities.

CR-4 Prior to the issuance of a Grading Permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Archaeologist and a Luiseño Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.

CR-5 Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, a Research Design, Data Recovery Program, etc.) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes

and comments, to the City's Director of Community Development for approval.

CR-6 The landowner shall relinquish ownership of all cultural resources collected during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the San Luis Rey Band for respectful and dignified treatment and disposition in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98.

c. LESS THAN SIGNIFICANT WITH MITIGATION. The probability of discovering paleontological resources depends on the geologic formation being excavated, and the depth and volume of the excavation. Sedimentary rocks, such as those found in coastal areas, usually contain fossils. Granite rocks, such as those found in inland areas, generally will not contain fossils. As stated in the *Geotech Report* prepared for the proposed project (GeoSoils, 2013), the underlying Santiago Formation (weathered 1.5 to 3.5 feet below existing grade (BEG), unweathered 1.75 to 6.0 feet BEG) contains two distinct sedimentary facies[5] consisting of sandstone and claystone. According to the County of San Diego's web-based Zoning and Property Information Tool, 99 percent of the project site is considered to have a high paleontological sensitivity. Therefore, due to the extensive amount of grading (58,650 CY of cut and fill, not including remedial grading) in this highly sensitivity area, impacts to paleontological resources would be considered significant. However, with the implementation of the mitigation measures, below, potential impacts would be reduced to less than significant levels.

MITIGATION MEASURE

CR-7: Due to the high potential for uncovering fossils, paleontological resources mitigation monitoring shall be undertaken for on-site mass grading activities. Paleontological monitoring shall be conducted to provide for the identification, evaluation, and recovery of any exposed fossil remains that may be discovered during the construction of the proposed project. The monitoring shall consist of the on-site presence of a Qualified Paleontologist (or a Paleontological Resources Monitor under the supervision of the Qualified Paleontologist) during initial cutting, grading or excavation into the underlying Santiago Formation. Other tasks of the monitoring program shall include the following:

- Prior to the issuance of a Grading Permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Paleontologist (or a Paleontological Resources Monitor under the supervision of the Qualified Paleontologist) has been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.
- The requirement for paleontological resource mitigation monitoring shall be noted on all grading plans.
- The Qualified Paleontologist shall attend all pre-grading/pre-construction meetings to consult with grading contractors regarding the requirement of monitoring for paleontological resources.

CR-8 If paleontological resources are unearthed, the Qualified Paleontologist (or a Paleontological Monitor under supervision by a Qualified Paleontologist) shall:

- Direct, divert, or halt any grading or excavation activity until such time that the sensitivity

5 Sedimentary facies are bodies of sediment recognizably different from adjacent sediment deposited in a different depositional environment. Generally, facies are distinguished by what aspect of the rock or sediment is being studied. Thus, facies based on paleontological (or fossil) content are called biofacies. https://en.wikipedia.org/wiki/Facies (2015)

of the resource can be determined and the appropriate recovery implemented.

- Grading activities shall not resume until the Qualified Paleontologist, or Paleontological Monitor, deems the fossil has been appropriately documented and/or protected. At the Paleontologist Archaeologist's discretion, the location of grading activities may be relocated elsewhere on the project site to avoid further disturbance of the paleontological resources.
- Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, other required methods (e.g., plaster-jacketing of large and/or fragile specimens).
- Record stratigraphic and geologic data to provide a context for the recovered fossil remains, if feasible, and photographic documentation of the geologic setting.
- Curate, catalog and identify all fossil remains, and transfer the cataloged fossil remains to an accredited institution (museum or university) in California that maintains paleontological collections for archival storage and/or display.

d. LESS THAN SIGNIFICANT WITH MITIGATION. The project site does not lie near any cemeteries. Although disturbance of human remains is unlikely, it is possible that ground-disturbing activities could unearth previously unknown vestiges. This would be considered a potentially significant impact. However, implementation of Mitigation Measure CR-8 would ensure that human remains were treated with dignity and as specified by law, and would reduce impacts to less than significant levels.

MITIGATION MEASURE

CR-9 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 Luiseño 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 Luiseño Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. If Native American remains are discovered, the remains shall be kept in situ ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor.

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

The discussion below is summarized and based on the findings contained within the *Preliminary Geotechnical Evaluation, Proposed 29-Lot Subdivision, 1405 Ridge Road, Vista, San Diego County, California (Geotechnical Report)* (GeoSoils, Inc. (GeoSoils), May 2013) prepared for the proposed project.[6] The report is on file and available for review in the City's Planning Division office.

DISCUSSION

a1. NO IMPACT. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the grounds surface. As discussed in the *Geotechnical Report* (GeoSoils, 2013), the project site does not contain, nor is it adjacent to, an Alquist-Priolo Special Study Zone Area. Therefore, impacts from fault rupture would not be expected to occur within the project area, and no impacts would arise from implementing the project.

6 This report was prepared prior to the change in lots to 31. Regardless, the difference in the number of lots has no material bearing on the recommendations in the *Geotechnical Report*.

a2. LESS THAN SIGNIFICANT IMPACT. The project area, like most of southern California, is subject to strong ground shaking from seismic events. Consequently, when the project is occupied it could expose people and/or structures to potential impacts associated with seismic ground shaking. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. Major faults in the region could be a source of a strong seismic-related movement at the project site. According to the *Geotechnical Report* (GeoSoils, 2013), the Rose Canyon Fault is the closest fault zone to the project site at a distance of 9.8 miles to the west. Other faults that could potentially affect the site include the Newport-Englewood Fault, located 10.3 miles west-northwest of the site; the Elsinore Fault Zone (Temecula and Julian), located 19.6 miles to the east-northeast; and the Coronado Bank Fault located 25.7 miles to the west-southwest.

Due to the above-noted seismic conditions, all future buildings are required to be constructed in compliance with the seismic safety standards set forth in the California Building Code (CBC), as amended.[7] Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking. In addition, the City's Building Department would review the building plans through building plan checks, issuance of a Building Permit, and inspection of the residences during construction, which would ensure that all required CBC seismic safety measures are incorporated into all of the homes. Compliance with the CBC and the Building Department's review process, permit application, and inspection would result in less than significant impacts, and no mitigation measures are required.

a3. LESS THAN SIGNIFICANT IMPACT. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. As stated in the *Geotechnical Report* (GeoSoils, 2013), page 3, "*owing to the depth to groundwater and the dense nature of the unweathered Santiago Formation, the potential for the site to be adversely affected by liquefaction/lateral spreading is considered very low*." However, the report did state that there is a potential for encountering perched water. If perched water is found, it would be mitigated by the recommendations (e.g., sub-drainage systems, cut-off barriers, etc.) in the *Geotechnical Report* (GeoSoils, 2013). As required under the City's Grading Ordinance (Development Code Chapter 17.56), the recommendations in the *Geotechnical Report* (GeoSoils, 2013) must be followed during all grading and site preparation activities. As a result, potentially significant impacts would be reduced to less than significant levels.

a4. LESS THAN SIGNIFICANT IMPACT. The potential for the proposed project to expose people or structures to landslide hazards is low. According to regional landslide susceptibility mapping by Tan and Giffen (1995), the project site is located within landslide susceptibility Sub-Area 3-1, which is characterized as being "*generally susceptible*" to landsliding. However, according to the *Geotechnical Report* (GeoSoils, 2013) geomorphic expressions indicative of past mass wasting events (i.e., scarps and hummocky terrain) were not observed during field studies, or during a review of stereoscopic aerial photographs from the U.S. Department of Agriculture (1964). Further, no adverse geologic structures were encountered during subsurface explorations, and a review of regional geologic maps did not indicate the presence of landslides on the site.

According to the *Geotechnical Report* (GeoSoils, 2013), graded slopes are generally anticipated to be stable, assuming proper construction, maintenance, and normal climatic conditions. However, cut slopes constructed in claystone bedrock (Santiago Formation) would require stabilization due to the expansive claystone (unstable) exposed in the slope face. Therefore, with the implementation of the recommendations (e.g., stabilization fills, off-site removals, etc.) in the *Geotechnical Report* (GeoSoils, 2013) as required under the City's Grading Ordinance (Development Code Chapter 17.56), impacts from landslides are anticipated to be less than significant.

7 The CBC incorporates relevant sections of the Uniform Building Code of the International Conference of Building Officials.

b. LESS THAN SIGNIFICANT IMPACT. According to the *Geotechnical Report* (GeoSoils, 2013), the on-site surficial soils consist primarily of Quaternary-age colluvium, which are considered erosive.[8] However, with the implementation of the recommendations (e.g., positive surface drainage away from foundations, etc.) in the *Geotechnical Report* (GeoSoils, 2013) as required under the City's Grading Ordinance (Development Code Chapter 17.56), as well as the implementation of required construction and post-construction BMPs outlined in Section IX of this document, impacts from erosive soils are anticipated to be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. According to the *Geotechnical Report* (GeoSoils, 2013), the property in general can be characterized as being mantled by relatively thin sections of localized undocumented artificial fill and colluvium (topsoil). These earth materials are in turn underlain by Tertiary-age sedimentary rocks belonging to the Santiago Formation. Locally, the upper two to three feet of the Santiago Formation is weathered in-place. Due to their relatively low density, lack of uniformity, and porous nature, all undocumented fill, Quaternary-age colluvium, and surficial weathered Santiago Formation are considered potentially compressible and unsuitable for the support of settlement-sensitive improvements (i.e., residential foundations, concrete slab-on-grade floors, site walls, underground utilities, roadways, exterior hardscape, etc.), and/or engineered fill in their existing state. Based on the available data, the thickness of potentially compressible soils across the site is anticipated to vary between approximately 1.75 feet and 6.0 feet. Conversely, the underlying unweathered Santiago Formation is considered suitable for the support of settlement-sensitive improvements and engineered fill.

As required under the City's Grading Ordinance (Development Code Chapter 17.56), the recommendations in the *Geotechnical Report* (GeoSoils, 2013) must be followed during all grading and site preparation activities. Initial applications submitted to the City for discretionary permits contain a geotechnical report and a rough grading plan, which are reviewed and approved by the City's Land Development Engineer, as well as by staff in the Planning Division. Precise grading and engineering plans are required to be submitted for plan check and approval by the Land Development Engineer prior to final approval of the Grading Permit for the project. Grading operations are also checked and approved in the field by the City's inspectors from the Land Development Division during construction before final acceptance is issued.

As discussed in the *Geotechnical Report* (GeoSoils, 2013), potentially compressible undocumented fill, colluvium, and weathered Santiago Formation should be removed to expose the unweathered Santiago Formation, and then recompacted to at least 90 percent of the laboratory standard. It should be noted that the 2010 CBC (CBSC, 2010) indicates that the removal of unsuitable soils be performed across all areas to be graded, under the purview of the Grading Permit, not just within the influence of the residential structures. Other geotechnical requirements include recommendations on Site Preparation, Fill Placement, Overexcavation, Import Soils, and Graded Slope Construction among others. Therefore, with the required incorporation and adherence to the recommendations in the *Geotechnical Report* (GeoSoils, 2013) in project design and construction, potentially significant impacts from unstable geology and/or soils would be reduced to less than significant levels.

d. LESS THAN SIGNIFICANT IMPACT. According to the *Geotechnical Report* (GeoSoils, 2013), laboratory testing, including expansion index (E.1.) and Atterberg Limits, performed on samples of the on-site soils, indicates soil expansion potentials ranging between low and high (E.1. = 21 to 130), and possibly very high (E.1. >130). Atterberg Limits testing performed on representative soil samples indicates plasticity indices (P.1.) ranging between 27 and 52. As such, the project site soils are considered detrimentally expansive as defined in Section 1803.5.2 of the 2010 CBC. However, with the required incorporation and adherence to the applicable project design and construction recommendations in the *Geotechnical Report* (GeoSoils, 2013), including the Expansive Soil Mitigation/Selective Grading, potentially significant impacts from expansive soils would be reduced to less than significant levels.

8 The USDA classifies the soil as Altamont clay, 9 to 15 percent slopes, eroded; Bosanko clay, 9 to 15 percent slopes; and Las Flores loamy fine sand, 9 to 15 percent slopes, eroded. See Table 2-1 in this document for more details.

e. NO IMPACT. The proposed project would tie into existing sewers, avoiding the need to use septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.

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

The discussion below is summarized and based on the findings contained within the *GHG Analysis for the Presidio Vista Residential Project* report (*GHG Report*) (SRA, February 9, 2015) prepared for the proposed project. This report is on file and available for review in the City's Planning Division office.

DISCUSSION

a - b. LESS THAN SIGNIFICANT IMPACT.

BACKGROUND

In response to Executive Order (EO) S-3-05 (June 2005), which declared California's vulnerability to climate change, the California Global Warming Solutions Act of 2006, Assembly Bill 32 (AB 32) was signed into effect on September 27, 2006. In passing the bill, the California Legislature found that "*Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California*…" (California Health & Safety Code, Division 25.5, Part 1).

Global warming is the observed increase in average temperature of the Earth's surface and atmosphere caused by increased greenhouse gas (GHG) emissions, which can contribute to changes in global climate patterns resulting in global climate change.[9] GHG emissions are the result of both natural and anthropogenic activities, and the primary sources of these emissions is caused by the consumption of fossil fuels for power generation and transportation, forest fires, decomposition of organic waste, and industrial processes. Principal GHG's that enter the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases (i.e., hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride). A quantitative analysis of fluorinated gases is not included in this section because the other gases generally occur in greater quantities for longer periods of time.

The three primary or most common GHGs discussed in the *GHG Report* (SRA, 2015) are described below:

- CO_2 is released into the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., cement production) and deforestation. Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

- CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from agricultural practices, such as the raising of livestock, and by the decomposition of organic waste in landfills.

- N_2O is emitted during agricultural and industrial activities, as well as during the burning of fossil fuels and solid waste.

9 Global climate change refers to changes in the average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms (City of Vista Climate Action Plan, 2012).

Each GHG has a different potential for trapping heat in the atmosphere, called global warming potential (GWP). GWP for a gas is a measure of the total energy that a gas absorbs over a particular period of time (usually 100 years), compared to CO_2. CO_2 is the primary GHG emitted through human activities and is typically used as a baseline in the analysis and reporting of GHGs. GHG emissions are typically reported in metric tons (MT) of carbon dioxide equivalent (CO_2e) units, or in millions of metric tons (MMT). When dealing with an array of emissions, the gases are converted to their carbon dioxide equivalents for comparison purposes. The global warming potential for CH_4 and N_2O is 21 and 310, respectively.[10]

REGULATORY FRAMEWORK

The *GHG Report* (SRA, 2015) identifies a number of international, national, State, and local requirements, regulations, and standards regarding GHG emissions; however, this section focuses on two, AB 32 and the City's Climate Action Plan (or CAP). Please see the report for additional information on the above mentioned regulations.

AB 32

Among a number of bills supporting EO S-3-05, AB 32 required that, by January 1, 2008, the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. The CARB adopted its Scoping Plan in December 2008 (CARB, 2008a), which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. The CARB estimated that the 1990 GHG emissions level was 427 MMT net CO_2e (CARB, 2007). The CARB estimates that a reduction of 173 MMT net CO_2e emissions below business-as-usual would be required by 2020 to meet the 1990 levels. This amounts to roughly a 28.35 percent reduction from projected business-as-usual levels in 2020. In 2011, the CARB developed a *Supplement to the AB 32 Scoping Plan* (*Scoping Plan Supplement*) (CARB, 2011). The Supplement updated the emissions inventory based on current projections for "business as usual" (BAU) emissions to 506.8 MT of CO_2e. The updated projection included adopted measures (Pavley 1 Fuel Efficiency Standards, 20 Percent Renewable Portfolio Standard (RPS) requirement, etc.), and estimated that an additional 16 percent reduction below the estimated BAU levels would be necessary to return to 1990 levels by 2020.

In 2014, the CARB published its *First Update to the Climate Change Scoping Plan* (CARB, 2014). This update indicates that the State is on target to meet the goal of reducing GHG emissions to 1990 level by 2020. The First Update tracks progress in achieving the goals of AB 32, and lays out a new set of actions that will move the State further along the path to achieving the 2050 goal of reducing emissions to 80 percent below 1990 levels. While the First Update discusses setting a mid-term target, the plan does not yet set a quantifiable target toward meeting the 2050 goal.

City of Vista CAP

In December 2011, the City adopted GP 2030 (City of Vista, 2011a) and certified the accompanying Program EIR (City of Vista, 2011b). The Program EIR included Mitigation Measure MCC1, which required the City to implement a quantified CAP within 24 months of adoption of GP 2030. GP 2030 includes a Resource Conservation and Sustainability Element, which includes the following: "*RCS Goal 2: Reduce GHG emissions from community activities and municipal facilities and operations within the City boundaries to support the State's efforts under Assembly Bill 32, Senate Bill 375, and other State and federal mandates, and to mitigate the community's contributions to global climate change*." The GP 2030 policy that applies to the project includes the following: "*RCS Policy 2.7: Through California Environmental Quality Act (CEQA) documents, evaluate and disclose the contribution new projects could have on climate change and require mitigation measures as appropriate*."

The City adopted its CAP (City of Vista, 2013) to reduce GHG emissions in Vista in order to comply with AB 32. The CAP provided an estimate of BAU emissions by the year 2020, and a projection of the amount of

10 U.S. Environmental Protection Agency, September 9, 2013, http://www.epa.gov/climatechange/ghgemissions/.

reductions needed to meet the City's requirement to reduce GHG emissions to 1990 levels. The CAP estimated that a reduction of 27,187 metric tons of CO_2e would be required. The CAP adopts climate action measures designed to provide the necessary reductions to meet the 2020 target. The measures that would apply to development projects include energy efficiency measures, transportation and land use measures designed to reduce vehicle miles traveled, and solid waste reduction measures.

THRESHOLD OF SIGNIFICANCE, METHODOLOGY, EXISTING CONDITIONS, AND POTENTIAL IMPACTS

As discussed below, the *GHG Report* (SRA, 2015) identifies screening level thresholds, the methodologies involved in estimating GHG emissions for several categories, and existing conditions. Please see the report for additional information.

Significance Thresholds

The City has not established a GHG significance threshold to date. Several lead agencies in California have adopted a screening threshold as recommended by the CAPCOA (California Air Pollution Control Officers Association) Report, *CEQA and Climate Change – Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (January 2008), which proposes a screening level threshold of 900 metric tons of CO_2e to evaluate whether a project must conduct further analysis. The County of San Diego has proposed a screening-level significance threshold of 2,500 metric tons/year of CO_2e emissions for development projects.

Many lead agencies have set a goal to reduce GHG emissions by a certain amount to demonstrate consistency with AB 32. Different agencies and studies estimate different goals for reduction of emissions to achieve 1990 levels by the year 2020, as set forth in AB 32. Most lead agencies have estimated a reduction of 28 percent to 29 percent, based on CARB's analysis that statewide 2020 business as usual GHG emissions would be 596 $MMTCO_2e$, with 1990 emissions of 427 $MMTCO_2e$, for a reduction of 28.3 percent (CARB, 2010). However, based on the updated projections contained in the *Scoping Plan Supplement* (CARB, 2011), the goal (assuming Pavley 1 and the 20 Percent Renewable Portfolio Standard have been implemented) is 16 percent. Some lead agencies have instead set a service population-based goal, indicating the level of GHG emissions based on a population for which a project's emissions would be less than significant. The Bay Area Air Quality Management District (BAAQMD, 2010) has proposed a service-population based threshold of 4.61 metric tons/CO_2e per service population. In the *GHG Report* (SRA, 2015), the GHG emissions were evaluated both on the basis of the total emissions from the project, and on a per service population basis as proposed by the BAAQMD.

Methodologies

As discussed in the *GHG Report* (SRA, 2015), GHG emissions associated with the proposed project were estimated for five categories of emissions: (1) construction; (2) energy use, including electricity and natural gas usage; (3) water consumption; (4) solid waste management, and (5) transportation. The analysis also includes a baseline estimate that assumes 2005 Title 24-compliant buildings, which is considered business as usual for the project. Emissions for business as usual conditions were calculated on the basis of the scenario included in the Addendum to the CARB's AB 32 Scoping Plan (CARB, 2011), which includes reductions for programs implemented as of 2011. These reductions include implementation of the 20 Percent RPS, implementation of Pavley 1 vehicle standards, and implementation of energy efficiency programs under Title 24. Emissions were estimated based on emission factors from the *California Climate Action Registry General Reporting Protocol* (CCAP, 2009), adjusted to account for implementation of the 20 Percent RPS. The complete emissions inventory is included in the Appendix of the *GHG Report* (SRA, 2015).

Existing Conditions

The project site is currently used as a palm tree nursery. As a result, the site is not a significant source of GHG emissions.

Potential Climate Change Impacts

As stated in the *GHG Report* (SRA, 2015), substantial temperature increases would result in a variety of impacts to the people, economy, and environment of California. These impacts (e.g., public health, water resources, wildland fires, etc.) would result from a projected increase in extreme conditions, with the severity

of the impacts depending upon actual future emissions of GHGs and associated warming. See the *GHG Report* (SRA, 2015) for a more detailed discussion of these potential impacts to the project site.

CONSTRUCTION GHG EMISSION IMPACTS

Construction GHG emissions shown in Table GE-1 include emissions from heavy construction equipment, truck traffic, and worker trips. Emissions were calculated using the CalEEMod Model, which is the newest land use emissions model developed by Environ and the SCAQMD (ENVIRON, 2013), for completed and proposed construction. CalEEMod contains emission factors from the OFFROAD2007 model for heavy construction equipment (CARB, 2007), and from the EMFAC2011 model for on-road vehicles.

TABLE GE-1
PREDICTED CONSTRUCTION-RELATED GHG EMISSIONS

Phase	CO_2e Emissions (metric tons)
Construction	309

Source: SRA, 2015

Pursuant to guidance from the City of San Diego's "*Addressing Greenhouse Gas Emissions from Projects Subject to CEQA*" (City of San Diego 2010) and the SCAQMD's "*Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*" (SCAQMD 2008), construction emissions are amortized over a 30-year period to account for the contribution of construction emissions over the lifetime of the project. Amortizing the emissions from construction of the proposed project over a 30-year period would result in an annual contribution of 10 metric tons of CO_2e. These emissions are added to Table GE-2 "Predicted Operations-Related GHG Emissions" to account for the contribution of construction to GHG emissions for the lifetime of the project.

OPERATION GHG EMISSION IMPACTS

The proposed project includes annexation of the site into Vista and development of eight single-family residences on an 11.4-acre site.[11] The relevant emissions that were evaluated in the *GHG Report* (SRA, 2015) include direct emissions from mobile source emissions and indirect emissions from electricity use and other sources. Emissions were estimated using the following general methodologies. See the *GHG Report* (SRA, 2015) for additional details on the methodologies used.

Baseline energy use (electricity and natural gas) was calculated as a function of kWh per square foot based on average performance for southern California single-family residences, according to the *California Statewide Residential Appliance Saturation Survey* (KEMA, 2010). The energy use figures in these reports represent current state-wide average uses for all land uses, including those that are compliant with 2005 Title 24 standards.

Water usage was estimated based on the CalEEMod Model. The California Energy Commission (2006) estimates that in southern California, water usage will have an embodied energy of 12,700 kWh per million gallons. Emissions of greenhouse gases were calculated based on the *California Climate Action Registry General Reporting Protocol* (CCAP 2009), lowered to account for implementation of the 20 Percent RPS as specified in the 2011 Scoping Plan.

Vehicle emissions were calculated using the EMFAC2011 emission factors, obtained from the CARB website (CARB, 2012)), assuming an average trip length of 5.8 miles based on data for average trip lengths within San Diego County estimated by SANDAG. Emission factors from the EMFAC2011 model were used with the San Joaquin Valley Air Pollution Control District's vehicle mix for residential developments. This vehicle mix was considered the best representation of the vehicle mix that would travel to the development.

11 Although the proposed project would not include the development of residences at this time, the GHG Report does include the future development of the buildings in its calculations in order to provide a more comprehensive evaluation.

Solid waste generation rates were estimated from CalEEMod Model, and GHG emissions from solid waste management were estimated using the model, assuming landfilling of solid waste with flaring.

The predicted results of the inventory for operational emissions under a business as usual scenario[12] are presented in Table GE-2, below. These include GHG emissions associated with buildings (natural gas, purchased electricity), water consumption (energy embodied in potable water), solid waste management (including transport and landfill gas generation), and vehicles.

TABLE GE-2
PREDICTED OPERATIONS-RELATED GHG EMISSIONS
UNDER BUSINESS AS USUAL SCENARIO

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Electricity Use	67	0.0028	0.0007	67
Natural Gas Use	69	0.0077	0.0001	70
Water Use	12	0.0005	0.0001	12
Solid Waste Management	17	-	-	17
Vehicle Emissions	374	0.0027	0.0157	378
Amortized Construction Emissions	10	-	-	10
Total	**549**	**0.0137**	**0.0166**	**554**
Global Warming Potential Factor	**1**	**28**	**265**	
CO_2e Emissions	**549**	**0.38**	**4**	**554**
TOTAL CO_2e Emissions	**554**			

Source: SRA, 2015

As shown in Table GE-2, business as usual emissions are below both the CAPCOA screening threshold of 900 metric tons annually, and the County of San Diego's proposed threshold of 2,500 metric tons of CO_2e per year. Because the emissions, including the amortized project-related construction emissions, are below these screening thresholds, impacts would be less than significant. In addition, through the mobile source emission regulatory framework, Title 24 energy efficiency requirements, and 20 Percent RPS, emissions would be reduced further for the proposed project to a level that is consistent with the goals of AB 32. Therefore, the proposed project would not result in a cumulatively considerable global climate change impact.

12 "Business as usual" is defined as the emissions that would have occurred in the absence of reductions mandated under AB 32.

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

The discussion below is summarized and based on the findings contained within the *Phase I Environmental Site Assessment, 1405 Ridge Road, Vista, California* (*Phase I Report*) (Hillmann Consulting, LLC (Hillmann), March 18, 2013); and the *Pesticide Sampling Summary Letter*, *1405 Ridge Road, Vista, California* (*Pesticide Report*) (Hillmann, March 2013). Both reports are on file and available for review in the City's Planning Division office.

DISCUSSION

a. NO IMPACT. The project proposes to subdivide an 11.4-acre site into a 31-lot residential subdivision,

although no structures would be built at this time. Typically, residential uses do not generate, store, dispose of, or transport quantities of hazardous substances. Operation of the project would not expose on-site users or the surrounding community to any health hazards from hazardous materials, and no impacts would occur.

b. LESS THAN SIGNIFICANT WITH MITIGATION. Construction equipment that would be used to build the proposed project has the potential to release relatively small amounts of oils, greases, solvents, and other finishing materials through accidental spills. Spill or upset of these materials could have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The VFD enforces city, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation, and containment and securing of hazardous materials containers to prevent spills. In addition, the State Fire Marshall enforces oil and gas pipeline safety regulations, and the federal government enforces hazardous materials transport pursuant to its interstate commerce regulation authority. Compliance with all of these requirements is mandatory as standard permitting conditions, and would minimize the potential for the accidental release or upset of hazardous materials, resulting in less than significant impacts and ensuring public safety.

The *Phase I Report* (Hillmann, March 2013) identified a recognized environmental condition (pesticides) on the site from utilization of the property for agricultural purposes. As discussed in the *Pesticide Report* (Hillmann, March 2013), a subsurface investigation was conducted to determine if pesticides were present in the soil of the property. Six soil borings were advanced on the subject site utilizing hand auguring. All borings were advanced to depths of six inches below ground surface, and soil samples were collected from the bottom of each boring. All recovered soil was field screened using visual and olfactory senses, as well as a photoionization detector (PID). All soil samples were sent to a California certified laboratory under chain-of-custody-protocol. All soil samples were analyzed for pesticides via ASTM Method 8081. As noted in the *Pesticide Report* (Hillmann, March 2013), the results of the investigation were that no staining, odors or elevated PID readings were observed in any recovered soil, and all compounds analyzed were not detected above the laboratory method detection limit. The full analytical data report is included as Attachment B in the *Pesticide Report* (Hillmann, March 2013).

As discussed in the *Phase I Report* (Hillmann, March 2013), due to the original dates of building construction, there is the potential for asbestos-containing materials within the westernmost building on the property.[13] This condition could result in potentially significant impacts to general contractors working on the demolition of the buildings, and/or to workers at solid waste facilities. However, with the incorporation of Mitigation Measure HM-1, potentially significant impacts would be reduced to less than significant levels. The *Phase I Report* (Hillmann, March 2013) did note that although lead-based paint may be present at the property, it is not considered to be a significant environmental concern. The building would be scheduled for demolition; therefore, the removal of it would be managed in compliance with existing applicable federal, State and county hazardous waste regulations, as identified in the Conditions of Project Approval. In addition, two 500-gallon above-ground storage tanks (ASTs) were noted on the eastern portion of the site. According to the owner of the property, both tanks were used to store diesel fuel for on-site fueling of vehicles and equipment. Although no evidence of recent leakage was observed on the surface around either AST, it is unknown if any past leakages of diesel fuel were released into the soils. This condition represents a potentially significant impact to general contractors grading the site and installing utilities. However, with the incorporation of Mitigation Measure HM-2, potentially significant impacts from unknown petroleum hydrocarbons in the soils would be reduced to less than significant levels.

MITIGATION MEASURES

HM-1 Prior to the issuance of a Demolition Permit or Grading Permit, an asbestos survey shall be conducted by an asbestos abatement contractor who is registered with Cal/OSHA. A copy of the asbestos survey shall be included in the submittals for the Demolition or Grading Permit. If

13 There is a difference in the estimation of date of building construction between the Cultural Resources Report (1954-1964) and the Phase I Report (1925 and 1976).

asbestos-containing materials are determined to be present, the materials shall be abated by a Certified Asbestos Abatement Contractor in accordance with the applicable regulations and notification requirements of the San Diego County Air Pollution Control District and the City of Vista prior to obtaining a Demolition or Grading Permit. A signed written statement of asbestos abatement completion from the Certified Asbestos Abatement Contractor shall be included in the submittals for the Demolition or Grading Permit.

HM-2 Prior to the issuance of a Demolition Permit or Grading Permit and/or the removal of any ASTs, a subsurface investigation shall be conducted on the property by a Qualified Environmental Engineer to determine if petroleum hydrocarbons are present in the soils of the area around the location of the diesel AST's identified in the *Phase I Report* (Hillmann, March 2013). The results of the investigation shall be documented in a Petroleum Hydrocarbons Sampling Summary Letter report (or applicable format), which shall be included in the submittals for the Demolition or Grading Permit. If petroleum hydrocarbons are determined to be present in the soil equal to or greater than a reportable quantity, the Summary Letter shall indicate what applicable notification requirements and regulations the Applicant and/or Owner shall undertake regarding reporting and removing the impacted soils.

c. LESS THAN SIGNIFICANT IMPACT. The closest existing public school is the Breeze Hill Elementary School located less than 0.25 mile to the northeast of the project site at 1111 Melrose Way. As stated above, incorporation and completion of Mitigation Measures HM-1 and HM-2 would reduce potentially significant impacts from asbestos in the building to be removed, and any petroleum hydrocarbons in the soils to less than significant. In addition, construction equipment that would be used to build the proposed project has the potential to release relatively small amounts of oils, greases, solvents, and other finishing materials through accidental spills. However, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The VFD enforces city, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation, and containment and securing of hazardous materials containers to prevent spills. In addition, the State Fire Marshall enforces oil and gas pipeline safety regulations, and the federal government enforces hazardous materials transport pursuant to its interstate commerce regulation authority. Compliance with all of these requirements is mandatory as standard permitting conditions, and would minimize the potential for the accidental release or upset of hazardous materials thus ensuring public safety for the elementary school. Therefore, neither construction nor operation of the proposed project would result in a release of any significant amounts of hazardous substances that could cause a public health hazard to this school.

d – h. NO IMPACT. The Cortese List database identifies facilities designated by State Water Resources Control Board (SWRCB), the Integrated Waste Board, and the Department of Toxic Substances Control. The project site was not listed on a search of the Cortese List database (www.envirostor.dtsc.ca.gov), and there were no active or open cases found in the database search of properties within a one-half mile range of the project site. Other databases were searched through SWRCB's GeoTracker web site, such as LUST (Leaking Underground Storage Tanks) and no active or open cases were found on the GeoTracker site.

As stated in the Surrounding Land Use section in Chapter 2 of this report, the McClellan-Palomar Airport is located about 3.5 miles to the south-southwest. This facility is far enough away from the subject site such that implementation of the proposed project would not result in a safety risk for people working in the project area, or to air traffic from these airports.

The proposed project would not impair or physically impact any adopted emergency response plan or evacuation plan. The proposed project would not require the closure of any public or private streets or roadways, and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the VFD. Therefore, no significant impacts to emergency response are anticipated to occur.

The project site is not located within a Fire Severity Zone, and is approximately 200 feet west of a Moderate Fire Severity Zone, as designated on the City's GIS Map on the Fire Hazard Zone layer.[14] Since the subject site is not within a Very High Fire Severity Zone, the proposed project would not be subject to defensible space requirements in Section 4907 in Chapter 49 of the 2013 California Fire Code. In addition, future homes built on the site would appear not to be subject to the building construction requirements in Section 4905 in Chapter 49 of the 2013 Fire Code. Accordingly, no significant risk of loss, injury or death would arise to people or structures from wildland fires where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

14 This is based on the City's Draft Fire Hazard Severity Zones Map (January, 2007).

IX. Hydrology and Water Quality *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The discussion below is summarized and based on the findings contained within the *Water Quality Technical Report, for 1405 Ridge Road* (*WQTR*) (BHA Inc. [BHA], February 7, 2014, revised September 20, 2014, and the *Preliminary Drainage Report - 1405 Ridge Road, APN:169-150-14 & 15 (Hydro Report)* (BHA, February 7, 2014, revised December 4, 2014) prepared for the proposed project. The reports are on file and available for review in the City's Planning Division office.

DISCUSSION

a - f. LESS THAN SIGNIFICANT IMPACT. The applicant seeks approval of an Annexation Request into the city and a TSM to subdivide an 11.4-acre site into 31 lots for a single-family residential development. Even though homes are not being proposed as a part of this development plan, the future impervious areas are accounted for in the calculations for the appropriate sized Bioretention Basin with Hydromodification.

Therefore, each lot is assumed to have 4,000 sq. ft. of impervious surface area;[15] although the driveways would be surfaced with permeable pavers or similar. In the pre-developed condition less than one percent of the site is impervious. Under post-development conditions, the proposed project would add 4.9 acres of impervious surfaces. As a result, the project site would eventually be about 43 percent impervious under post-development conditions.

Hydrologically, the site is situated in the Los Manos Hydrologic Sub-Area (HSA - 904.31) of the Aqua Hedionda Hydrologic Area (HA - 904.00) within the Carlsbad Hydrologic Unit (HU - 904.0). According to the *WQTR* (BHA, 2014), the receiving water body for the proposed project is the Agua Hedionda Creek. This creek is on the 2010 303(d) List of Water Quality Limited Segments due to Enterococcus, Fecal Coliform, Manganese, Phosphorus, Selenium, Sulfates, Total Dissolved Solids, Total Nitrogen as N, and Toxicity.

POLLUTANTS OF CONCERN AND HYDROLOGIC CONDITIONS OF CONCERN

According to the *WQTR* (BHA, 2014), the proposed project is categorized as a Priority Project due to meeting the category criteria of Hillside Development, and Streets, Highways & Freeways. As a result, pollutants that could be generated by the development of the proposed project, and would be considered pollutants of concern, include Sediments, Nutrients, Heavy Metals, Organic Compounds (including petroleum hydrocarbons), Trash and Debris, Oxygen Demanding Substances (including solvents), Oil and Grease, Bacteria and Viruses, and Pesticides. Potential hydrologic conditions of concerns are impacts to the hydrologic regime resulting from development. This typically includes increased runoff volume and velocity; reduced infiltration; increased flow frequency, duration, and peaks; faster time to reach peak flow; and water quality degradation. Additional information on the pollutants and conditions of concern can be found in the *WQTR* (BHA, 2014).

POTENTIAL WATER QUALITY IMPACTS

To address potential water quality impacts due to project development, Best Management Practices (BMPs) would be implemented during construction and post-construction activities. Selected BMPs from the City's Standard Urban Stormwater Mitigation Plan (SUSMP) (*City of Vista Stormwater Standards Manual*, updated February 2011), would be applied to reduce pollutants to maximum levels.

Construction Activities

Short-term erosion impacts during the construction phase of the project would be prevented through implementation of an erosion control plan. A Grading and Erosion Control Plan is required in accordance with the City's Grading Ordinance (Development Code Chapter 17.56) and the State General Permit to Discharge Storm Water Associated with Construction Activities (NPDES No. CAS000002), and must be submitted for plan check and approval by the City Engineer, as well as the Planning Division, prior to final approval of the project. The erosion control plan would include construction BMPs such as:

- Silt Fence, Fiber Rolls, or Gravel Bag
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Stabilized Construction Entrance/Exit
- Vehicle and Equipment Maintenance, Cleaning, and Fueling
- Hydroseeding
- Material Delivery and Storage
- Stockpile Management
- Spill Prevention and Control
- Solid Waste Management
- Concrete Waste Management

15 *WQTR* (BHA, 2014), page 18.

In addition, a Notice of Intent filed with the SWRCB, and preparation of a SWPPP would also be required before project construction commences.

Post-Construction Activities

In accordance with the City's SUSMP (Municipal Code Chapter 13.18) as detailed in the City of Vista Stormwater Standards Manual and the requirements of the re-issued Municipal Storm Water Permit (San Diego RWQCB Order R9-2007-0001), all new and significant redevelopment projects that fall into at least one of 11 categories would be considered a "priority project". Priority projects are required to incorporate post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs and Hydromodification measures into the project's design. According to the *WQTR* (BHA, 2014), the proposed project meets three of the 11 "priority project" categories –hillside development that is 5,000 sq. ft. or greater in size; creation of a new paved surface that is 5,000 sq. ft. or greater in size; and land disturbance greater than one acre. As a result, the proposed project is classified as a "priority project".

Types of Post-Construction BMPs

LID site design BMPs are intended to minimize impervious surfaces and promote infiltration and evaporation of runoff before it can leave the location of origination by mimicking the natural hydrologic function of the site. Integrated Management Practices (IMPs) facilities are used in conjunction with LID BMPs as they provide small-scale treatment, retention, and/or detention that are integrated into site layout, landscaping and drainage design. Source control BMPs are intended to minimize, to the maximum extent practicable, the introduction of pollutants and conditions of concern that may result in significant impacts generated from site runoff to off-site drain systems. Treatment control BMPs are intended to treat storm water runoff before it discharges off-site. According to the City's Stormwater Standards Manual, specific localized treatment control BMPs are more effective at reducing or minimizing pollutants of concern than other types of BMPs. Each type of BMP that would be implemented is shown in Table HWQ-2, below.

Prior to designing LID and/or treatment control BMPs into the proposed project, three Drainage Management Areas (DMAs) for the project site were defined.[16] The DMAs consist of Areas that Drain to Integrated Management Practices (IMP) facilities (DMA-1) and Self Treating Areas (DMA-2 and DMA-3). According to the *WQTR* (BHA, 2014), there are no Self-Retaining Areas proposed within the project site. Self-Treating Areas and Areas that Drain to the IMP amount to 34,848 sq. ft. and 461,736 sq. ft., respectively. The Self Treating Areas consist of graded landscape areas along the westerly boundary (DMA-3), and the southerly and easterly boundary (DMA-2) of the project site. The *WQTR* (BHA, 2014) stated that DMA-2 included an area that was infeasible to treat near the project entrance due to the topography of the area. The proposed IMP for the project would be a single Bioretention Basin with Hydromodification Capacity located in the southeastern corner of the property. The re-design of this basin is sized based on the EPA's Storm Water Management Model 5.0 (SWMM). Project compliance with requirements of the Hydromodification Management Plan (HMP) from the San Diego Regional Water Quality Control Board is contained in the *Technical Memorandum: SWMM Modeling for Hydromodification Compliance of: Presidio Vista* prepared for the project by Tory R. Walker Engineering (June 2014), which is included as an attachment in the *WQTR* (BHA, 2014).

TABLE HWQ-1
PROPOSED POST-CONSTRUCTION BMPS

TYPE OF BMP	DESCRIPTION OF BMP
LID Site Design	Minimize Impervious Surfaces: The impervious footprint of the site would be increased by incorporating multiple-stored architecture; the streets and sidewalks are planned to be constructed to minimum widths; the design incorporates landscape buffers between sidewalks and streets; and permeable surfaces are to be used for the driveways of the lots.

16 DMAs are areas delineated on a map of the development site showing how drainage is detained, dispersed, or directed to Integrated Management Practices.

TYPE OF BMP	DESCRIPTION OF BMP
LID Site Design	Protect Slopes and Channels: Disturbances to the natural drainages would be minimized; storm water runoff would be conveyed safely from the tops of slopes; and two energy dissipaters would be installed in the Bioretention Basin.
	Optimize Site Layout: Impervious surfaces have been reduced where feasible to allow for infiltration throughout the site. Landscaping areas have been integrated into the site design to disconnect impervious areas. Where possible, roof downspouts would be directed through landscaping before entering streets as surface flow.
	Integrated Management Practices (IMPs): The IMP selected for this project is a Bioretention Basin with Hydromodification Capacity, located in the southeastern corner of the site.
Individual Priority Project	Private Roads: Design would incorporate urban curb/swale system along private roads.
	Residential Driveways & Guest Parking: Driveways are designed to drain into adjacent landscape prior to discharge into conveyance system; shared access of driveways and flared entrances at streets would be provided where possible; and porous paving/permeable surfaces would be used on driveways.
	Steep Hillside Landscaping: All created slopes and/or hillsides disturbed by project development would be landscaped with deep-rooted, drought-tolerant plant species selected for erosion control and stabilized with mulch per the City's Water Efficient Landscaping Ordinance and the statewide Water Conservation in Landscape Act.
Source Control	On-Site Storm Drain Inlet Labeling: All inlets/catch basins would be stenciled with the words "No Dumping – Drains to Creek", or equivalent message. Additional operational BMPs connected with storm drains (such as providing placards, posting signs at public access points) are identified in the *WQTR* (BHA, 2014).
	Employ Integrated Pest Management (IPM) Practices - Plant pest-resistant or well-adapted plant varieties such as drought tolerant and/or native plants; Discourage pests by modifying the site and landscaping design; Distribute IPM educational materials to future occupants as part of the final engineering phase Operation and Maintenance Plan (O&M Plan) which addresses physical pest elimination techniques such as relying on natural enemies to consume pests, weeding, pruning, and etc. Emphasis is placed on correct and limited use of pesticides as a last line of defense.
	Landscape/Outdoor Pesticide Use: Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. Preserve existing native trees, shrubs and ground cover to the maximum extent possible. Where landscaped areas are used to retain or detain storm water, specify plants that are tolerant of saturated soil conditions. Consider using pest-resistant plants, especially adjacent to hardscape. To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions. Additional operational BMPs connected with storm drains (such as maintaining landscaping using minimum or no pesticides) are identified in the *WQTR* (BHA, 2014).
	Use of Efficient Irrigation Systems & Drought Tolerant Landscape Design - Acknowledgment that Landscape & Irrigation Plan is required to be consistent with the City of Vista Landscaping Ordinance.
Treatment Control	Bioretention Basin with Hydromodification Capacity: The existing Bioretention Basin in the southeastern corner of the site would be re-designed and constructed to serve as the primary Treatment Control BMP and IMP.

Source: WQTR (BHA, 2014)

According to the *Geotechnical Report* (GeoSoils, 2013), the site of the proposed project slopes to the northwest and southeast at a gentle gradient of 4:1 (horizontal to vertical) or flatter. As stated in the *WQTR*

(BHA, 2014), the site consists primarily of soils in hydrologic soil group "D"[17], and the project would be subject to HMP requirements per the City's SUSMP. As a result, the *WQTR* (BHA, 2014) identified the best and most effective BMP for use on the project site is a Bioretention Basin. The Bioretention Basin has a high effectiveness rating for coarse sediment, and pollutants that tend to associate with fine particles. They have a medium effectiveness rating with pollutants that tend to be dissolved following treatment. Bioretention Basins, when sized using either a continuous modeling software Hydrological Simulation Program (such as SWMM used for sizing the project's basin), or using the County of San Diego's SUSMP sizing tables, provide a very effective treatment and detention basin to serve as an all-around IMP. This is the Treatment Control BMP/IMP system that is proposed for this project, and the existing basin would be modified to accommodate the proposed drainage plan.

The implementation of all proposed construction and post-construction BMPs would reduce, to the maximum extent feasible, all expected pollutants of concern and other anticipated pollutants. Therefore, development of the proposed project would have a less than significant impact on water quality standards or waste discharge requirements.

Groundwater Impacts

Groundwater was not encountered during subsurface investigations undertaken for the *Geotechnical Report* (VME, 2012). Consequently, no significant impacts to groundwater resources are anticipated with development of the project.

Hydrology/Drainage Impacts

As discussed in the Existing Environmental Setting in Chapter 2 of this document, the existing topography of the site is characterized by a high point in the middle of the property with gentle to steep slopes running in all directions from that point. Under the existing conditions, site drainage sheet flows downs these slopes in all directions, eventually concentrating in constructed ditches along the sides of the property. Storm water runoff discharges from the site in three locations (or nodes); the northwestern corner (Node 20), a culvert on the southern property frontage along Ridge Road (Node 30), and the southeastern corner (Node 10). In the northwestern corner, a small sedimentation basin gathers runoff from roughly 2.4 acres of the site and outlets via a buried pipe to the northern neighboring property. The culvert on the property frontage crosses Ridge Road gathering runoff from roughly 1.6 acres of the site, including street flow generated by Ridge Road. This culvert directly discharges onto a neighboring property to the south. In the southeast corner, there is a large sedimentation basin that collects runoff from roughly 7.3 acres of the site, and outlets to Ridge Road as surface flow. The site runoff that outlets via the culvert and the southeast basin eventually flows to the same existing natural drainage channel to the southeast, which crosses beneath Ridge Road and runs in a southwesterly direction. The storm water runoff that outlets via the northwestern sedimentation basin flows in the opposite direction, entering a different storm drain section near the intersection of Melrose Way and Marsopa Drive. Runoff from this storm drain system eventually outlets into an existing natural drainage channel at a point near Calavera Lake. Runoff from the lake outlets into Agua Hedionda Creek to the southwest where it eventually discharges into Agua Hedionda Lagoon and the Pacific Ocean. According to the *Hydro Report* (BHA, 2014), the total 100-year peak flow storm water discharge rate is calculated at 19.68 CFS.

Under the proposed (developed) condition, the development of the project site presents an opportunity to improve the existing drainage conditions on and off-site and consolidate discharge locations (*WQTR,* BHA, 2014). The 2.4 acres that drain to the northwestern corner would be routed to the southeastern Bioretention Basin. This would prevent any future storm water runoff from the site causing damage to the neighboring northern property, for which no drainage easement or agreement currently exists. The 1.6 acres that currently drain to the culvert that crosses Ridge Road would also be routed to the southeastern Bioretention Basin, as the existing culvert is proposed to be removed. By rerouting this drainage, the potential for on-site

17 Group D soils have very slow infiltration rates when thoroughly wetted, and consist chiefly of clay soils with a high swelling potential, soils with a permanent high water table, soils with a claypan or clay layer at or near the surface, and shallow soils over nearly impervious material. These soils also have a very slow rate of water transmission (Natural Resources Conservation Service, 2015).

storm water runoff to cause damage to the neighboring southern property is eliminated. According to the *WQTR* (BHA, 2014), given that all of the existing storm water discharges eventually confluence together downstream, the proposed drainage modification presents minimal local impact, and provides greater opportunity for on-site flow-control through the proposed Bioretention Basin.

As stated the *Hydro Report* (BHA, 2014), all storm drain facilities have been sized to convey the 100-year storm event, as well as the 2-year and 10-year events as specified in the City of Vista's HMP for Hydromodification compliance. The calculated total detained 100-year peak flow storm water discharge of 17.31 CFS would not exceed the pre-developed condition or otherwise substantially degrade water quality. As a result, the proposed project would result in less than significant impacts.

g - j. NO IMPACT. The project site is not identified in the County's GIS map (County of San Diego accessed 2015), Vista's GP 2030 or on the City's GIS map (City of Vista accessed 2015) as an area within a 100- year flood plain. Development of the project site would not affect any area mapped as a flood hazard zone by the Federal Emergency Management Agency, or within a flood control basin or a potential inundation area. In addition, the site does not have the potential to produce mudflows due to the relatively flat and moderately sloped topography of the site, and it is not in proximity to the ocean or other water bodies to be affected by a tsunami or seiche. Consequently, significant impacts would not occur.

X. Land Use and Planning *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Disrupt or divide the physical arrangement of an established community?	☐	☐	☒	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the Comprehensive Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Be incompatible with existing land use in the vicinity?	☐	☐	☒	☐

DISCUSSION

a - c. LESS THAN SIGNIFICANT IMPACT. With approval of an Annexation Request into the city of Vista, a Zone Change, and a TSM, the proposed single-family development would not disrupt or divide the physical arrangement of the community. The subject property is currently located in unincorporated San Diego County, and it has a San Diego County General Plan land use designation of RS and a zoning designation of VR-7.3. However, as previously discussed in this document, the property is also within the City's Sphere of Influence, and it has an MLD land use designation in the City's GP 2030 (adopted 2011). Immediately surrounding land uses include large and medium size single-family residences to the north, east and west. There are additional residential developments to the north within the boundaries of the city.

The proposed project would subdivide the 11.4-acre site into a 31-lot residential development, although no homes would be built at this time. There are residential developments to the north of the project site, including a development off of Melrose Way on Mcgavran Drive with an MLD land use designation. The construction of the proposed development would not disrupt or divide the physical arrangement of an established community, and therefore would result in less than significant impacts.

The proposed project's consistency with GP 2030, the Municipal Code, and other land use plans and policies, and the surrounding land uses is discussed below.

GENERAL PLAN 2030 UPDATE

Land Use and Community Identity Element

As stated above, the applicant seeks approval of an Annexation Request into the city of Vista. The existing land use designation for the property is MLD, and the proposed 31-lot residential development does not propose any changes to this land use designation. The site of the proposed project is within an area known as the Sunset Island (west). As discussed in the City's GP 2030 (adopted 2011), based on the character of these areas and surrounding neighborhoods, the west Sunset Island area (west of Melrose Drive) is designated Medium Low Density (MLD). The goal and policies that apply to the proposed project are as follows:

> LUCI Goal 13: Ensure that annexation of property within Vista's SOI occurs in a manner that protects the existing character of the areas and is consistent with the planned land use for these areas.
>
> > LUCI Policy 13.2: Discourage annexation of residential land with a high density designation unless consistent with the Land Use Map.
> >
> > LUCI Policy 13.5: All infrastructure, including sewer mains, local and collector street improvements, and utility connections needed to serve development tied to an annexation shall be the responsibility of the applicant. Improvements to offsite roads serving an annexation shall be required as necessary to meet City standards or provide the needed

capacity for all travel modes to adequately serve the annexed area.

The immediately adjacent residential development to the north within the city of Vista is designated as LD (Low Density) in the GP 2030, which allows two (2) Dwelling Units per Acre (DU/AC). Although the project site has an MLD land use designation, which allows five (5) DU/AC, the proposed project's density is 2.7 DU/AC. Therefore, the density of the proposed project would not only be consistent with GP 2030 land use designation, but it would be in keeping with the existing character of the adjacent residential area to the north. The project would include all street improvements, private streets, and connections to applicable utilities in compliance with City standards. Therefore, the proposed development would be compatible and consistent with the Land Use and Community Identity Element of GP 2030, and significant impacts would not occur.

Circulation Element

The site is located within the City's Sphere of Influence and is proposed to be annexed to the west-central part of the city. As discussed below in the Transportation/Traffic section of this MND, based on city of Vista and County of San Diego significance criteria, no significant direct or cumulative impacts to project area intersections were calculated with the addition of project traffic. Therefore, no mitigation measures are required. As a result the proposed project would not be incompatible with the Circulation Element.

Housing Element

The applicant seeks approval of an Annexation Request into the city of Vista, a Zone Change, and a TSM for the construction of a 31-lot residential development. The applicable goal that applies to the proposed project is:

LUCI Goal 9: Promote a range of housing types and sizes for a variety of incomes and ages.

Although no homes would be built on the site at this point, the project would in the foreseeable future provide 31 new single-family homes on 10,000 sq. ft. (minimum lots) that are anticipated to be offered at market rates. Therefore, the proposed project would be compatible with the Housing Element of GP 2030, and significant impacts would not occur.

Resource Conservation and Sustainability Element

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

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

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

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

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

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

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

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

requiring discretionary City approval.

The proposed project meets RCS Policy 2.7 and Goal 2 through the GHG Emissions analysis prepared in this CEQA document. As described in Section IX of this document, the design of the proposed project incorporates a number of LID techniques and facilities that meets RCS Policy 4.6 and Goal 4. As discussed in Section V and in mitigation measures CR-1 to CR-6, the San Luis Rey Band of Mission Indians took part in on-site field surveys conducted by the City's consultant in preparation of the cultural resources report, and procedures for protecting unknown significant archeological features are appropriately described.

Noise Element

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

NE Goal 2: Protect people who live, work, and recreate in the City from unwarranted and excessive levels of noise, with special emphasis on protecting residential neighborhoods from intrusive noise.

NE Policy 2.3: Require new development to minimize noise impacts upon adjacent uses through site and building design, setbacks, berms, landscaping, and/or other noise abatement techniques.

As described in Section XII of this document, homes would not be built at this time. However, mechanical equipment associated with the project (such as any HVAC equipment) would be required to comply with all applicable noise standards as part of the building plan submittal, which would comply with NE Policy 2.3.

Other General Plan Elements

The proposed project would be adequately served by existing public services, and would require compliance with the City's building, and fire codes and with the seismic regulations within the CBC. The 11.4-acre project site does not contain any designated open space. Consequently, no inconsistencies with the City's Public Safety Element, and Healthy Vista Element are anticipated as a result of project implementation, and significant impacts would not occur.

Habitat Conservation Plan or Natural Community Preservation Plan

Although the City is currently developing a Habitat Conservation Plan/Natural Community Conservation Planning Subarea Plan as required by the MHCP, it has not been adopted. The subject property in not included in the MHCP regional conservation mapping as a Biological Core and Linkage Area or a Focused Planning Area for conservation planning. As a result, the proposed development would not have a significant effect on an applicable conservation plan.

ZONING ORDINANCE

Per Chapter 18.04 of the Vista Development Code, the application for a Zoning Change is required to change the existing zoning on the subject property from the County's RR (Rural Residential) to the City's R-1 (Residence Zone), which allows one single-family dwelling on a minimum 10,000 square foot parcel. This zone change would also be in compliance with the MLD land use designation in the City's GP 2030. Section 18.28 of the code states the requirements for permitted uses; building heights; front, side and rear yard setbacks; building site areas; and utilities. The proposed 31-lot subdivision would provide lots with sizes ranging from 0.23 - 0.36 acres that would allow one single-family dwelling on each lot; therefore, this would meet the requirements for permitted uses. As discussed in various sections of this document, although the proposed project does not include construction of homes, prior to obtaining Building Permits all plans would be reviewed by staff from the Building and Planning divisions for compliance with the development requirements of Section 18.28 (e.g., building heights, front yard setback, etc.) As a result, project development would be consistent with the existing zoning designation and significant impacts would not occur.

Land uses surrounding the subject property, including their respective General Plan land use and Zoning designations, are found below in Table LU-1.

TABLE LU-1
SURROUNDING LAND USES

Direction	Land Use	General Plan Land Use Designation	Zoning Designation
North	Single-family Residential	LD	E-1
South	Single-family Residential, Agricultural	VR 2	RR
East	Single-family Residential	VR 4.3	RR
West	Single-family Residential	VR 4.3	RR

*Source: Vista GP 2030, 2012, *County of San Diego General Plan and Zoning Ordinance, 2012*

As indicated in Table LU-1, existing land uses surrounding the site to the north, east, and west is similar to the proposed project. With compliance of the applicable standards, policies and designations in GP 2030 and the zoning ordinance, the proposed project would not be incompatible with the existing surrounding residential uses. As a result, less than significant impacts would occur with project implementation.

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

DISCUSSION

a - b. NO IMPACT. The California Department of Conservation's Division of Mines and Geology (1993) does not identify the project site as an area with high potential for aggregate or mineral resources. In addition, the GP 2030 does not identify the project site as a locally important mineral resource recovery site. As a result, implementation of the proposed project would not result in the loss of availability of a regionally or locally known mineral resource; therefore, significant impacts would not occur.

XII.Noise *Would the project result in:*	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, including resulting in a project-related noise increase of 3 dB(A) CNEL or more?	☐	☒	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is based and summarized primarily on the analysis contained within the *Presidio Vista Residential Subdivision Project, City of Vista Acoustical Assessment Report* (*Noise Study*) (Dudek, March 3 27, 2015, revised March 12, 2015) prepared for the proposed project. The report is on file and available for review with the City's Planning Division.

DISCUSSION

a, c & d. LESS THAN SIGNIFICANT WITH MITIGATION. Potential noise impacts associated with the proposed project would be related to short-term (i.e., temporary) noise during construction, and long-term noise resulting from project-related traffic trips as well as on-site mechanical (HVAC) noise. Noise sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities and libraries. As previously noted, the project site is located along Ridge Road. Noise sensitive receptors include the single-family residences surrounding the site. The applicable significance criteria for each of these issues, as well as the potential impacts, are discussed below.

NOISE THRESHOLDS AND STANDARDS

A decibel (dB) is a unit used to express the intensity of a sound wave. Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, the dBA descriptor (or A-weighted sound level) is used because it factors sounds more heavily within the range of maximum human sensitivity to sound frequencies. Although the A-weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of sounds from distant sources that create a relatively steady background noise in which no particular source is identifiable. For this type of noise, a single descriptor called the Leq (or equivalent sound level) is used. For most acoustical studies, the monitoring interval is generally taken as one-hour, and is abbreviated Leq-h. The minimum change in sound level that the human ear can detect is approximately 3-dBA. This increment is commonly accepted under CEQA as representing an impact

threshold. This limit is also accepted by the City as the significance threshold to determine a proposed project's impact on the affected (existing) environment.

City Noise Ordinance

As stated in Section 8.32.040 of Vista's Noise Ordinance (Municipal Code, Chapter 8.32, Noise Control), the City has adopted the San Diego County Code of Regulatory Ordinances (Chapter 4, Division 6 of Title 3), with the exception of the table in Section 36.404, which is replaced with the City's version as noted below in Table N-1.

TABLE N-1
APPLICABLE PROPERTY LINE NOISE LIMITS

Zone	Time	Limit: 1-hr average
A-1, E-1, O & OSR, R-1B, MHP	7 a.m. - 10 p.m.	50 dBA
	10 p.m. - 7 a.m.	45 dBA
R-M	7 a.m. - 10 p.m.	55 dBA
	10 p.m. - 7 a.m.	50 dBA
C-1, C-2, O-3, C-T, OP	7 a.m. - 10 p.m.	60 dBA
	10 p.m. - 7 a.m.	55 dBA
M-1, I-P, all areas of Specific Plan 20	Any time	70 dBA

Source: City of Vista Noise Ordinance, Chapter 8.32 4/25/14

Construction Noise

Construction noise is also governed by the City's Noise Ordinance. Pursuant to the City's noise abatement criteria, construction activities are limited to Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. The maximum permissible noise level for construction activities is 75 dBA measured over eight hours of continuous construction (or Leq-8h). This level is measured at or within the property lines of any property that is developed and used either in part or whole for residential purposes. Thus for the purposes of analysis in this section, construction operations at the project site would be deemed in compliance if the 75 dBA Leq-8h noise contour does not touch the closest residential property line.

City Noise Element

The Noise Element of the Vista General Plan sets forth guidelines regarding maximum allowable noise levels for various land uses, as shown in Table N-2 below. According to the Noise Element, this table "*provides the interior and exterior noise guidelines for various types of uses and developments. The noise guidelines will function as City policy for new land uses and acceptable noise levels for development of new land uses*." Noise levels in the table are specified in the "community noise equivalent level" (CNEL) unit, which is a 24-hour A-weighted average with a ten decibel penalty applied between 10 p.m. and 7 a.m., and a five decibel penalty applied between 7 p.m. and 10 p.m.

The Noise Element further adopts the provisions of the California Building Code (California Code of Regulations, Title 24, Noise Insulation Standards), limiting indoor noise levels (of inhabited spaces) to CNEL-45 or less. The City has extended the reach of this provision to cover detached single-family homes in addition to the multi-family dwellings specified in the building code. The building code further requires "*an acoustical analysis showing that the proposed design will limit exterior noise to the prescribed allowable interior level*" where exterior levels are projected to exceed CNEL-60.

This project is comprised of single-family residences, therefore the "normally acceptable" range for exterior noise including useable outdoor areas (e.g., private yard areas) is subject to a maximum 65 dBA CNEL impact

threshold. As a result, if traffic generated by a project increases the noise level by more than 3.0 dBA in areas where traffic noise exceeds the 65 dBA CNEL noise level, a project's noise impact would be considered significant.

TABLE N-2
INTERIOR AND EXTERIOR NOISE GUIDELINES - CITY OF VISTA NOISE ELEMENT

Land Use	Maximum Noise Level (Ldn or CNEL, dBA)	
	Interior[1,2]	*Exterior*
Residential—Single Family, Multifamily, Duplex	45	65[3]
Residential—Nursing Homes, Hospitals	45	65[3]
Private Offices, Church Sanctuaries, Libraries, Board Rooms, Conference Rooms, Theaters, Auditoriums, Concert Halls, Meeting Halls, etc.	45	—
Schools	45	65[4]
General Offices, Reception, Clerical, etc.	50	—
Bank Lobby, Retail Store, Restaurant, Typing Pool, etc.	60	—
Manufacturing, Kitchen, Warehousing, etc.	65	—
Parks, Playgrounds, etc.	—	65[4]
Golf Courses, Outdoor Spectator Sports, Amusement Parks, etc.	—	70[4]

Source: Vista GP 2030

Notes:
1 Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
2 Indoor environment excluding bathrooms, toilets, closets, and corridors.
3 Outdoor environment limited to rear yard of single-family homes, multi-family patios and balconies (with a depth of six feet or more) and common recreation areas.
4 Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

BASELINE AMBIENT NOISE LEVELS AND FUTURE NOISE PREDICTION METHODOLOGY

Baseline noise levels were measured for on-site ambient levels, which is addressed below. The methodology of future noise prediction is also addressed below. Ridge Road is the primary noise source in the vicinity of the project. Ridge Road is a two-lane local roadway. The existing (2015) traffic volume along Ridge Road adjacent to the project site is approximately 654 ADT (Linscott, Law & Greenspan (LLG) 2015). The project site is located approximately 3.7 miles northeast of McClellan-Palomar Airport. According to the McClellan-Palomar Airport FAR Part 150 Noise Study Update (McClellan-Palomar Airport 2005), the project is located approximately 3.5 miles outside of the 60 dB CNEL noise contour for the airport.

On-Site Ambient Noise Levels

As stated in the *Noise Study* (Dudek, 2015), noise measurements were conducted at and adjacent to the project site to determine the existing noise levels. The measurements were made with a calibrated SoftdB Piccolo digital integrating sound level meter. This sound level meter meets the current American National Standards Institute standard for a Type 2 general purpose sound level meter. The sound level meter was positioned on a tripod at a height of approximately five feet above the ground and fitted with a windscreen.

The short-term noise measurements were conducted on Thursday, February 19, 2015, at five locations along Ridge Road. The measured average noise levels ranged from 48 dBA to 60 dBA at this location. The measured average noise levels and the concurrent traffic volumes are presented in Table N-3, below.

TABLE N-3
MEASURED NOISE LEVELS AND TRAFFIC VOLUMES

No.	Description	Date/Time	Leq[1]	Cars	MT[2]	HT[3]
1	On-Site: Approximately 50 feet from centerline of Ridge Road	2/19/2015 12:35 p.m. to 12:55 p.m.	51.9 dBA	7	0	0
2	On-Site: Approximately 80 feet from centerline of Ridge Road	2/19/2015 12:10 p.m. to 12:30 p.m.	48.9 dBA	6	0	1
3	Residence west of Project Site: Approximately 75 feet from center line of Ridge Road	2/19/2015 12:55 p.m. to 13:15 p.m.	47.5 dBA	10	0	0
4	Adjacent to Residence east of Project Site: Mic approximately 20 feet from center line of Ridge Road	2/19/2015 11:20 p.m. to 11:40 p.m.	59.7 dBA	2	0	1
5	Adjacent to Residence south of Project Site: Mic approximately 20 feet from center line of Ridge Road	2/19/2015 11:45 p.m. to 12:05 p.m.	59.7 dBA	11	0	0

Source: Noise Study (Dudek, 2015)

Notes:
1 Equivalent Continuous Sound Level (Time-Average Sound Level)
2 Medium Trucks
3 Heavy Trucks

Future Noise Prediction Methodologies

According to the *Noise Study* (Dudek, 2015), the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) 2.5 traffic noise prediction model was used to model noise generated by traffic along Ridge Road (FHWA 2004). The TNM 2.5 traffic noise prediction model was calibrated first, using the measured average noise level and the concurrently counted traffic volumes previously shown in Table N-1. The same traffic volume and vehicle composition ratios counted during the noise measurements were used to calibrate the model and verify the input used in the noise model, and assure that no peculiar or anomalous conditions affected either measurements or modeling.. The modeled traffic speed is 50 mph along Ridge Road. This is also the posted speed limit. The modeled Leqs for the measurement locations were within two dB of the measured noise level. This result generally confirms the assumptions used in the noise model. The noise modeling data is included as Attachment 3 of the *Noise Study* (Dudek, 2015).

A three-dimensional model of the future-with-project case was constructed using the TNM noise model, the traffic data provided by the project's traffic engineers (LLG, 2015), and the project's site plan. Modeling elements used in the TNM consisted of the modeled roadway (Ridge Road), receiver points (planned on-site receivers and existing nearby off-site receivers), and terrain lines to account for the top of slope formed by the graded lot lines. A traffic mix (i.e., the percentage of autos, medium trucks, and heavy trucks) of 95 percent autos, 0 percent medium trucks, and 5 percent heavy trucks was used based upon the traffic counts collected during the field noise measurements. Standard TNM default values were used (standard pavement, default ground cover, 68°F, 50 percent relative humidity). The noise modeling calculations are included in Attachment 3 of the *Noise Study* (Dudek, 2015).

As part of the traffic modeling and CNEL calculation process, based on typical travel patterns, the analysis assumed that the average hourly traffic volume is approximately equal to 10 percent of the ADT. In general, 10 percent of the ADT is accepted to be roughly equivalent to the worst-case hourly traffic volume, and using this value in the noise model results in an average hourly equivalent noise level approximately equal to the CNEL for the corresponding ADT and actual hourly traffic distribution. Thus, this relationship results in a CNEL

value that is representative of traffic noise resulting from typical daytime, evening, and nighttime traffic distribution.

POTENTIAL NOISE IMPACTS

Potential noise impacts from construction, and anticipated traffic noise impacts on future on-site homes and existing off-site homes is discussed below.

Construction Noise Impacts

On-site construction of the project would include removal of two existing structures, grading, developing interior roads, and installing utilities. As stated in the *Noise Study* (Dudek, 2015), construction noise impacts would primarily result from the use of motorized construction equipment during excavation and grading of the site. Other short-term impacts from construction noise could result from construction traffic, including materials delivery. Noise impacts would be most noticeable in the residential neighborhood surrounding the project site. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Standard excavation and construction equipment, such as graders, backhoes, loaders, and trucks is anticipated to be used for this work.

The range of maximum noise levels for various types of construction equipment at a distance of 50 feet is listed in Table N-4, below. The noise values represent maximum noise generation, or full-power operation of the equipment. As an example, two dozers and a loader, all operating at full power and relatively close together, would generate a maximum sound level of approximately 90 dB at 50 feet from their operations (*Noise Study*, Dudek 2015). As the distance between equipment is increased, or there is a separation of areas with simultaneous construction activity, dispersion and distance attenuation would reduce the effects of separate noise sources added together. Also, typical operating cycles may involve two minutes of full power operation, followed by three or four minutes at lower levels resulting in noise levels that may be lower, since maximum noise generation may only occur up to 50 percent of the time.

TABLE N-4
MAXIMUM NOISE EMISSION LEVELS
TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Air compressor	81
Backhoe	80
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	81
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic tool	85
Pump	76
Roller	74
Saw	76
Truck	88

Source: Federal Transit Administration 2006

According to the *Noise Study* (Dudek, 2015), noise levels from conventional construction activities (with a typical number of three to four pieces of equipment operational on the site) could typically range from 78 to 89 dBA Leq at a distance of 50 feet. Noise levels from construction activities generally decrease at a rate of 6 dB per doubling of distance away from the activity (or conversely increase at the same rate as distance is diminished). The City's construction noise standards are enforceable at the project's property line. The nearest off-site sensitive receptors to the proposed project would be the residences located directly west and north of the project, at distances ranging from 18 to 45 feet from the project's property line. At times, construction would take place immediately adjacent to the property line; at a distance of 10 feet, construction noise levels would range from 92 to 103 dBA Leq. Similar levels could take place for brief periods of time during off-site work (the all-weather sewer access road and sewer line extension). Thus, noise levels occurring very near or at the project property line would likely exceed an average noise level of 75 dBA Leq (8-hour), potentially resulting in significant impacts to the adjacent residences. However, with the implementation of mitigation measures N-1 and N-2, below, impacts would be reduced to less than significant levels.

MITIGATION MEASURES

N-1 The Applicant or Owner and/or Contractor shall demonstrate to the satisfaction of the City's Land Development Division that the following noise control techniques are implemented during the clearing, demolition, grading and construction phases of the project.

a. All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating condition and appropriate for the equipment.
b. Stationary noise-generating equipment shall be located as far as reasonable from sensitive receptors when sensitive receptors adjoin or are within 50 feet of the project's property line.
c. Unnecessary idling of internal combustion engines (i.e., in excess of five minutes) shall be prohibited.
d. Construction activities, including the loading and unloading of materials and truck movements, shall be limited to the hours specified in the City's Noise Ordinance.
e. Residences within 50 feet of the project's property line shall be notified 48 hours prior to the start of clearing, demolition, grading. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint and response procedure.
f. The Contractor shall designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison shall be conspicuously posted at the construction site.
g. If a noise complaint is registered, the liaison or other project representative shall retain a noise consultant to conduct noise measurements at the location where the complaint was registered. The noise measurements shall be conducted for a minimum of one hour and must include one-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible, with copies given or sent to the complainant, City Engineer, and City Planner. The letter report shall include all measurement and calculation data used in determining impacts and resolutions.

N-2 The following measure is required for clearing, demolition, and/or grading within 50 feet of residences to reduce construction noise impacts:

Temporary noise barriers shall be erected around construction areas adjacent to, or within 50 feet of residences or other noise-sensitive land uses along the north, west and east property lines of the project site. Temporary noise barriers shall be constructed of material with a minimum weight of three pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. These barriers shall be a minimum of eight feet in height.

Operational Noise Impacts

As discussed in the *Noise Study* (Dudek, 2015), the modeling results of future traffic noise levels on the exteriors of future homes along Ridge Road are quantitatively shown in Table N-5, below, under unmitigated scenarios. As shown, the future first-floor exterior noise levels of homes are anticipated to range from 55 to 60 dBA CNEL, and the future second-floor exterior noise levels are expected to range from 51 to 59 dBA CNEL. Therefore, the usage of useable outdoor areas would not exceed the City's maximum exterior noise level criterion of 65 dBA CNEL, resulting in less than significant impacts.

TABLE N-5
SUMMARY OF FUTURE
UNMITIGATED TRAFFIC NOISE LEVELS ON-SITE

Receptor	Noise Level (dBA CNEL)
First Floor	
Lot 1	60
Lot 31	58
Lot 26	59
Lot 25	57
Lot 18	58
Lot 17	55
Second Floor	
Lot 1	59
Lot 31	58
Lot 26	58
Lot 25	58
Lot 18	55
Lot 17	51

Source: Noise Study (Dudek, 2015)

b. LESS THAN SIGNIFICANT IMPACT. According to the *Noise Study* (Dudek, 2015), the heavier pieces of construction equipment used at this site could include bulldozers, graders, loaded trucks, water trucks, and pavers. Pile drivers, blasting, vibrating compactors, or the like are not anticipated to be needed or used for this project. Groundborne vibration information related to construction activities has been collected by the California Department of Transportation (Caltrans) (2004). Based on published vibration data, the anticipated construction equipment would generate a peak particle velocity of approximately .09 inch/second or less at a distance of 25 feet (FTA 2006). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to annoy people. The criteria for potential damage to structures of non-engineered timber or masonry structures is 0.2 inch/second.

Groundborne vibration is typically attenuated over short distances. The closest existing sensitive receptors would be the residences found off-site along the northern and western property boundaries, as shown in Table N-6 below.

TABLE N-6
ESTIMATED VIBRATION LEVELS TO CLOSEST SENSITIVE RECEPTORS

Distance to Property Line	Address	Estimated Vibration Levels (Expressed as PPV - Peak Particle Velocity)
18 Feet	1220 Melrose Way, Vista	0.15
30 Feet	1224 Melrose Way, Vista	0.07
32 Feet	1248 Melrose Way, Vista	0.06
47 Feet	1447 Ridge Road, Vista	0.03
37 Feet	1451 Ridge Road, Vista	0.05

Source: Noise Study E-Mail Clarification (Dudek, 2015)

At these distances and with the anticipated construction equipment, the peak particle velocity (PPV) would vary from 0.15 inch/second to 0.03 inch/second, which would be below the building damage threshold of 0.2 inch/second at the adjacent existing residences. However, because one of these residences would potentially experience above the annoyance criteria threshold of 0.1 inch/second, the contractor will be required a Condition of Project Approval to notify all five residences in Table N-6 48 48 hours prior to the start of grading off-site. Therefore, vibration impacts from construction activities would be less than significant.

e - f. NO IMPACT. The nearest public airport is the McClellan-Palomar Airport which is about 3.5 miles to the south-southwest. The project site does not appear to be within the Airport Influence Area or the Airport Overflight Notification Area according the respective land use compatibility plan. Furthermore, no private airstrips are known to operate in the vicinity. Therefore, airfield operations would not create a significant noise impact to the proposed project.

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

DISCUSSION

a - c. NO IMPACT. The project proposes to subdivide an 11.4-acre site into 31 lots for a single-family residential development. The property is currently occupied by Parkway Nursery, Inc., a retail and wholesale palm tree nursery, and does not support any residences. The adjacent areas consists largely of large and medium size single-family residences on all sides of the project site, with a few parcels of agricultural land to the south across from Ridge Road. In addition, all utilities and public service systems are already available to the project. Therefore, project construction would not displace substantial numbers of existing housing or people, or result in potentially growth-inducing effects by extending utilities into an undeveloped area. Consequently, significant direct or indirect population growth or the need for replacement housing would not occur with project implementation.

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

DISCUSSION

a1 – a3. LESS THAN SIGNIFICANT IMPACT. The proposed project would result in less than significant impacts to fire protective services. The project consists of subdividing an 11.4-acre site into 31 residential lots and annexing the development into the city; however, the construction of buildings is not currently proposed. However, the eventual construction of homes on the proposed lots would be done in accordance with all applicable fire codes set forth by the State Fire Marshall, the VFD, and the City's building code. Implementation of the proposed project may result in a slight incremental increase in the demand for emergency services; however the size and location of the project would not place an undue hardship on the fire department since they are presently servicing the area to the immediate north. Fire protection services would be available from Fire Station No. 5, located on S. Melrose Drive approximately 1.45 miles to the southwest. In addition, the VFD reviewed the TSM of the proposed project and provided recommendations to reduce potential impacts to fire protective services. The Fire Department would also review the building and precise grading plans when they are submitted to the City, and would also identify and provide additional recommendations to reduce any potential impacts. These recommendations would be included in the Conditions of Approval for the project. In addition, prior to final project approval, the City Fire Marshall would verify that the project has been designed to conform to code. Therefore, implementation of the proposed project would not exceed the capacity of VFD to serve the site with existing fire protection services and resources.

The proposed project would not result in significant impacts on police protective services. Increased demand for police protection is not expected since they are presently servicing the area. For that reason, the proposed project would not exceed the capacity of the Vista Sheriff's Department to provide police protective services to the proposed project, and impacts would be less than significant.

Future homes that would be built as a result of the implementation of the proposed project would likely not result in a significant direct increase in the population; however, it could be argued that it would amount to an incremental increase. Therefore, the project could place cumulative demands on VUSD schools or school operations that would require additional school facilities. However, with payment of the Residential Development School Fee as a Condition of Approval, which is authorized by Section 17620 of the Education Code and based on $3.20 per residential building square foot (as of 2010), no significant cumulative impacts to VUSD facilities would arise.

a4 – a5. NO IMPACT. Maintenance of Ridge Road in front of the project site east to the existing city street would be provided by the Public Works Department. Due to the size and scope of the proposed project and the associated vehicular traffic, as well as the section of road transferring to the City, roadway maintenance activities is not anticipated to be a significant increase in maintenance levels. As a result, no significant

impacts are anticipated from project implementation.

Due to the relatively small size of the proposed project, no impacts on libraries, senior centers, or other public facilities are anticipated. Consequently, significant impacts would not occur.

XV. Recreation *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

DISCUSSION

a - b. LESS THAN SIGNIFICANT IMPACT. The project would not significantly affect any property currently zoned for recreational or open space use. The project consists of subdividing 11.4-acre site into 31 lots for a single-family residential development and annexing the development into the city; however, the construction of buildings is not currently proposed. A small demand on existing recreational resources may be anticipated with any residential development within Vista. However, this impact is anticipated to be minimal considering that only 31 homes would eventually be built, which would not lead to a substantial physical deterioration of recreational facilities. As a result, impacts to recreational resources would be less than significant.

The project does not propose the development of any recreational facilities. As stated above, a small demand on existing recreational resources may be anticipated with any residential development within the City; however, this impact is anticipated to be minimal, and would not require the expansion of existing recreational facilities or the construction of new recreational facilities that might adversely affect the environment. As a result, less than significant impacts would occur with project implementation.

XVI. Transportation/Traffic *Would the project*:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

The discussion below is summarized and based on the findings contained within the *Traffic Impact Study* (*TIS*) prepared by Linscott, Law & Greenspan, Engineers, February 25, 2015 (LLG, 2015) prepared for the proposed project. This report is on file and available for review with the City's Planning Division.

DISCUSSION

a - b. LESS THAN SIGNIFICANT IMPACT. The applicant seeks approval of an Annexation Request into the city of Vista, a Zone Change, and a TSM to subdivide an 11.4-acre site into 31 residential lots; however, no buildings are proposed at this time. The subject property is located at 1405 Ridge Road, on the north side of the street between Sunset Drive to the west and South Melrose Drive to the east, in unincorporated San Diego County, but within the City's Sphere of Influence. According to the *TIS* (LLG, 2015) the study area encompasses intersections and road segments in both the county of San Diego and the city of Vista. Therefore, both jurisdictions' significance criteria are utilized as appropriate.

THRESHOLDS OF SIGNIFICANCE, METHODOLOGY AND EXISTING CONDITIONS

County of San Diego Thresholds

The County of San Diego's General Plan Mobility Element discusses the County's Level of Service criteria under Goal M-2. It requires that development projects provide associated road improvements necessary to achieve a Level of Service (LOS) of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County. The County maintains a list of such roads.

Intersections: Table TT-1 was obtained from County guidelines and summarizes the allowable increases in delay or traffic volumes at signalized and unsignalized intersections. Exceeding the thresholds in Table TT-1 would result in a significant impact.

TABLE TT-1
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS
ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS
COUNTY OF SAN DIEGO

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	**20 or less peak hour trips on a critical movement**
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	**5 or less peak hour trips on a critical movement**

*Source: TIS (*LLG, 2015)

General Notes:

a. A critical movement is an intersection movement (right-turn, left-turn, through-movement) that experiences excessive queues, which typically operate at LOS F.

b. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.

c. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

d. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay ***and*** the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

According to the *TIS* (LLG, 2015), the operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic impact on an unsignalized intersection as listed in Table TT–1 and described as text below:

- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or
- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- The additional or redistributed ADT generated by the proposed project will add six or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- The additional or redistributed ADT generated by the proposed project will add six or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Street Segments: The roadway segment analyzed in the *TIS* report (LLG, 2015) is a non-circulation element residential street. Per the *County of San Diego Guidelines for Determining Significance - Transportation and Traffic*, "Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots and not to carry through traffic, however, for projects that will substantially increase traffic volumes on residential streets, a comparison of the traffic volumes on the residential streets with the recommended design capacity must be provided. Recommended design capacities for non-Circulation Element streets are provided in the San Diego County Public and Private Road Standards. Traffic volume that exceeds the design capacity on residential streets may impact residences and should be analyzed on a case-by-case basis". As a result, analysis of the street segment (Ridge Road: Sunset Drive to Melrose Drive) is not discussed in this

section. Further information on the roadway segment analysis per County of San Diego is found in the *TIS* (LLG, 2015).

City of Vista Thresholds

The City's threshold of significance relies upon peak hour traffic operations at intersections rather than roadway segment analyses. Roadway segment Level of Service (LOS) standards are generally used as long-range planning guidelines to determine the functional classification of roadways and are not always accurate indicators of roadway performance. Typically, the performance and LOS of a roadway segment is heavily influenced by the ability of intersections to accommodate peak hour volumes. Therefore, peak hour signalized and unsignalized intersections within the study area are the focus of the project traffic analysis summarized in this document, since intersections control the movement of vehicles along road segments. Further information on the roadway segment analysis is found in the *TIS* (LLG, 2015).

LOS is the term used to denote the different operating conditions that occur under various traffic volume loads. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The City considers LOS D or better during the AM and PM peak hours to be the threshold of significance for intersection LOS. This is consistent with the approach of other jurisdictions within San Diego County and past studies conducted within the city. A significant traffic impact in Vista would include the following: (1) the addition of project traffic results in an LOS dropping from LOS D or better to LOS E or F; or (2) if an intersection is operating at LOS E or F under existing conditions and the project adds more than an additional two seconds of average vehicle delay. In the longer-range cumulative (or build-out) condition, if the addition of project traffic results in an LOS dropping from LOS D or better to LOS E or F, or if an intersection is predicted to operate at LOS E or F without the project and the project contributes to the average vehicle delay (regardless of time), the project is determined to have a cumulatively significant impact.

Methodology

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro (version 9) computer software. For one-way and two-way stop-controlled intersections, both the overall LOS for the entire intersection, as well as the minor-street approach volumes affected most by Project traffic are reported. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in Appendix B of the *TIS* (LLG, 2015).

Table TT–2 summarizes the LOS and corresponding intersection delay for intersections.

TABLE TT-2
LEVEL OF SERVICE THRESHOLDS
FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle in Seconds/Vehicle					
	Signalized Intersections			Unsignalized Intersections		
A	0.0	<	10.0	0.0	≤	10.0
B	10.1	to	20.0	10.1	to to	15.0
C	21.1	to	35.0	15.1	to to	25.0
D	35.1	to	55.0	25.1	≥	35.0
E	55.1	to	80.0	35.1		50.0
F		>	80.1			50.1

*Source: TIS (*LLG, 2015)

Project Study Area and Existing Conditions

The study area was based on the criteria identified in the San Diego Traffic Engineering Council (SANTEC)/Institute of Traffic Engineers (ITE) *Guidelines for Traffic Impact Studies in the San Diego Region*, March 2, 2000. Based on this criteria, the traffic study must include "all local roadway segments, intersections, and mainline freeway locations where the project will add 50 or more peak hour trips in either direction or freeway ramp meter locations where the project will add 20 or more peak hour trips in either direction to the existing traffic conditions.

The project would generate less than 50 peak hour directional trips to any single intersection, and therefore does not warrant study based on the preceding criteria. Nonetheless, the following nearby locations were studied based on their potential to be impacted by the project's traffic:

Intersections

1. Ridge Road / Sunset Drive (unsignalized)
2. Ridge Road / Proposed Project Driveway (unsignalized)
3. Ridge Road / Melrose Drive (unsignalized)

Existing Levels of Service

Table TT-3 includes a summary of the existing a.m. and p.m. peak hour LOS of the key intersections based on the existing peak hour intersection volumes and existing intersection geometry. As seen in the table, both intersections currently operate at LOS A or better overall. However, the eastbound approach of the Ridge Road/S. Melrose Drive intersection does operate at LOS F during the AM peak hour.

Existing Transit Service

North County Transit District's (NCTD) operates the BREEZE Bus Line along S. Melrose Drive, to and from the Vista Transit Center and the SPRINTER line.

Existing Pedestrian and Bicycle Access

Sidewalks are not currently provided on Ridge Road. However, there are sidewalks on both sides of S. Melrose Drive. Class II bicycle lanes are currently provided on S. Melrose Drive, which extends from Oceanside in the north to Carlsbad in the south.

Proposed Project Trip Generation

To determine the trips forecast to be generated by the proposed project, April 2002 SANDAG Trip Generation rates were utilized in accordance with the SANTEC/ITE Traffic Study Guidelines. Table TT-3 summarizes the project trip generation rates as well as the forecast project-generated trips based on those rates.

TABLE TT-3
PROPOSED PROJECT TRIP GENERATION

Land Use	Units	Trip Rate	ADT	AM Peak					PM Peak				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Single-Family	31 DU	10/DU	310	8	25	(3:7)	8	17	10	31	(7:3)	22	9

*Source: TIS (*LLG, 2015)

DIRECT CONSTRUCTION AND OPERATIONAL IMPACTS

Construction Impacts

Short-term construction traffic impacts are anticipated from vehicles hauling demolition material away from the project site, delivering construction materials and supplies, and transporting construction personnel to and from the site. It is assumed that construction traffic would arrive at/depart from the project site via Phillips Street. During peak hauling periods associated with transporting demolition waste, exporting soil off-site, and bringing building materials to the site, there is the potential for significant impacts to roadway segments and intersections along the truck route from the project site if substantial

truck trips occur during the a.m. and p.m. peak hours. However, as stated in Chapter 2, Project Description of this document, as part of the Conditions of Approval the applicant (or contractor) would be required to prepare and implement a Construction Traffic Management Plan to the satisfaction of the City Traffic Engineer to avoid significant construction-related impacts to nearby streets and intersections, especially during peak hour times. Therefore, impacts to traffic during the construction period of the project would not be significant.

Operational Impacts: Existing Plus Project Conditions

As shown in Table TT-4 below, under existing conditions the key intersections are currently operating at acceptable levels of service (LOS D or better) during both the a.m. and p.m. peak hours with the exception of the eastbound approach of the Ridge Road/Melrose Drive intersection, which would continue to operate at LOS F. The project's delay contribution to this movement is 0.3 seconds.

Based upon the significance criteria presented above, the addition of project traffic would add less than two seconds to the average vehicle delay, therefore it would not cause any identified significant traffic related impacts within the project study area under Existing Plus Project conditions. As a result, no traffic mitigation measures would be required under Existing Plus Project Conditions.

TABLE TT-4
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Jurisdiction	Control Type	Peak Hour	Existing		Existing + Project		Δ[c]
				Delay[a]	LOS[b]	Delay	LOS	
Ridge Road / Sunset Drive	County of San Diego	TWSC[d]	AM	***(Overall) 2.5***		***(Overall) 2.5***	***A***	***0.0***
				(EB) 12.4	***A***	(EB) 12.5	B	0.1
			PM	(WB) 12.3	B	(WB) 12.3	B	0.0
				(Overall) 2.7		***(Overall) 2.8***	***A***	***0.1***
				(EB) 11.3	***A***	(EB) 11.4	B	0.1
				(WB) 12.4	B	(WB) 12.5	B	0.1
Ridge Road / Project Driveway	County of San Diego	OWSC[e]	AM	DNE[f]	-	***(Overall) 2.2***	***A***	-
			PM	DNE		(SB) 8.8	A	-
					-	***(Overall) 1.1***	***A***	-
						(SB) 8.9	A	-
Ridge Road / Melrose Drive	City of Vista	TWSC	AM	***(Overall) 0.7***	***A***	***(Overall) 1.0***	***A***	***0.3***
				(EB) 50.1	F	(EB) 50.4	F	0.3
			PM	(WB) 28.2	D	(WB) 29.2	D	1.0
				(Overall) 0.4	***A***	***(Overall) 0.6***	***A***	***0.2***
				(EB) 25.7	D	(EB) 26.0	D	0.3
				(WB) 25.7	D	(WB) 26.5	D	0.8

Source: TIS (LLG, 2015)

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. LOS = Level of Service.
c. Δ denotes an increase in delay due to project.
d. TWSC = Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
e. OWSC = One-Way Stop Controlled intersection. Minor street left turn delay is reported.
f. DNE = Does Not Exist.

UNSIGNALIZED DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

Operational Impacts: Cumulative Conditions

Existing + Cumulative Projects - Intersection Operations[18]: Table TT–5 summarizes the peak hour intersection operations for the Existing + Cumulative projects condition. As seen in Table 10–1, these intersections operate at LOS B or better with the addition of cumulative project volumes. The eastbound approach at the Ridge Road/ Melrose Drive unsignalized intersection continues to operate at LOS F during the AM peak hour. The increase in delay to this poorly operating approach caused by cumulative traffic exceeds the City's thresholds of 2.0 seconds.

Existing + Cumulative Projects + Project - Intersection Operations: Table TT–5 also summarizes the peak hour intersection operations for Existing + Cumulative Projects + Project conditions. This table shows that with the addition of Project traffic to the "Existing + Cumulative" baseline, all intersections continue to operate at LOS B or better, with the eastbound approach at the Ridge Road/ Melrose Drive intersection continuing to operate at LOS F. The Project adds 0.7 seconds of delay. Based on City of Vista significance criteria, no significant cumulative impact is calculated with the addition of Project traffic at Ridge Road / Melrose Drive. The increase in delay is less than the allowable threshold of 2.0 seconds.

TABLE TT-5
SUMMARY OF EXISTING + CUMULATIVE INTERSECTION OPERATIONS

Intersection	Jurisdiction	Control Type	Peak Hour	Existing		Existing + Cumulative Projects		Δ[c]	Existing + Cumulative Projects + Project		Δ
				Delay[a]	LOS[b]	Delay	LOS		Delay	LOS	
Ridge Rd/ Sunset Drive	County of San Diego	TWSC[d]	AM	*(Overall) 2.5*	*A*	*(Overall) 2.5*	*A*	*0.0*	*(Overall) 2.5*	*A*	*0.0*
				(EB) 12.4	B	(EB) 12.4	B	0.0	(EB) 12.5	B	0.1
				(WB) 12.3	B	(WB) 12.3	B	0.0	(WB) 12.3	B	0.0
			PM	*(Overall) 2.7*	*A*	*(Overall) 2.7*	*A*	*0.0*	*(Overall) 2.8*	*A*	*0.1*
				(EB) 11.3	B	(EB) 11.3	B	0.0	(EB) 11.4	B	0.1
				(WB) 12.4	B	(WB) 12.4	B	0.0	(WB) 12.5	B	0.1
Ridge Rd/ Project Driveway	County of San Diego	OWSC[e]	AM	DNE[f]	-	DNE	-	-	*(Overall) 2.2*	*A*	-
				DNE	-	DNE	-	-	(SB) 8.8	A	-
			PM		-		-	-	*(Overall) 1.1*	*A*	-
					-		-	-	(SB) 8.9	A	-
Ridge Rd/ Melrose Drive	City of Vista	TWSC	AM	*(Overall) 0.7*	*A*	*(Overall) 0.7*	*A*	*0.0*	*(Overall) 1.0*	*A*	*0.3*
				(EB) 50.1	F	(EB) 53.5	F	3.4	(EB) 54.2	F	0.7
				(WB) 28.2	D	(WB) 28.8	D	0.6	(WB) 29.9	D	1.1
			PM	*(Overall) 0.4*	*A*	*(Overall) 0.4*	*B*	*0.0*	*(Overall) 0.6*	*B*	*0.2*
				(EB) 25.7	D	(EB) 26.4	D	0.7	(EB) 26.7	D	0.3
				(WB) 25.7	D	(WB) 26.7	D	1.0	(WB) 27.5	D	0.8

Source: TIS (LLG, 2015)

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. LOS = Level of Service.
c. Δ denotes an increase in delay due to project.
d. TWSC = Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
e. OWSC = One-Way Stop Controlled intersection. Minor street left turn delay is reported.
f. DNE = Does Not Exist.

UNSIGNALIZED DELAY/LOS THRESHOLDS

Delay LOS

18 Cumulative Project information is found in the TIS (LLG, 2015) on page 23.

0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

SUMMARY OF IMPACTS

Per City of Vista and County of San Diego significance thresholds and the analysis methodology presented in the *TIS* (LLG, 2015), there are no direct or cumulative project-related traffic impacts. The project does contribute to the LOS F-operating eastbound approach to the Ridge Road/ Melrose Drive unsignalized intersection. However, the project's contribution is less than the allowable 2.0 seconds of delay increase. This is true when measured against either the Existing or Existing + Cumulative baseline. The proposed project driveway intersection to Ridge Road is calculated to operate at LOS A. As a result, no mitigation measures are required.

c – f. NO IMPACT. Implementation of the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which would result in substantial safety risks. The nearest public airport is the McClellan-Palomar Airport which is about 3.5 miles to the south-southwest. The project site does not appear to be within the Airport Influence Area or the Airport Overflight Notification Area according the respective land use compatibility plan. Furthermore, no private airstrips are known to operate in the vicinity. Therefore, this facility is far enough away that project traffic would not cause an increase in air traffic levels, or create a physical impediment that would necessitate an alteration of flight patterns. As a result, significant impacts would not occur with project implementation.

Implementation of the proposed project does not involve any potentially dangerous traffic or transportation hazards, nor does it propose any incompatible uses that could affect existing traffic or circulation in the project areas. As a result, significant impacts would not occur with project implementation.

The proposed project would not result in impacts to emergency access. The project has been designed to incorporate all required VFD standards to ensure that its implementation would not result in hazardous design features, or inadequate emergency access to the site or areas surrounding the site. Consequently, significant impacts would not occur with project implementation.

The proposed project would not conflict with any adopted policies, plans, or programs supporting alternative transportation. As a result, significant impacts would not occur with project implementation.

XVII. Utilities and Service Systems *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. 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?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

DISCUSSION

a. NO IMPACT. Existing sewer lines of the Vista Sanitation District extend to project site from an existing stub in the southwest corner of the property. Wastewater is treated at the Encina Water Pollution Control Facility, which is a conventional activated sludge wastewater treatment plant with a treatment capacity of 36 million gallons per day (mgd). The sanitation district and wastewater treatment facility operate in accordance with applicable wastewater treatment requirements of the San Diego Regional Water Quality Control Board, and the project's wastewater system has been designed to comply with these treatment requirements. Therefore, upon development, the proposed development would tie into existing wastewater/sewer lines and would adhere to all wastewater treatment requirements specified by the City and the San Diego Regional Water Quality Control Board so that significant impacts would not occur.

b. LESS THAN SIGNIFICANT IMPACT. Based on the City's Sewer Master Plan Update (January 2008), the proposed project would be expected to generate approximately 29,925 gallons per day (gpd) of wastewater (11.4 acres x 2,625 gpd per acre). The project's 8-inch private sewer pipe would connect to the Vista Sanitation District's 8-inch sewer mains in the surrounding area. The Vista Sanitation District system serves roughly 16,000 parcels and has an average flow of 5.57 mgd. As stated above, wastewater from the project would be treated by the Encina Water Pollution Control Facility. Wastewater generation from the proposed project would not exceed the capacity of the Encina facility to treat it. Therefore, the project's contribution of wastewater would not require new water/wastewater facilities to be built or existing facilities to expand; therefore, impacts would be less than significant.

c. NO IMPACT. As discussed in the Hydrology and Water Quality section of this document, the calculated total detained 100-year peak flow storm water discharge of 17.31 CFS under post-development conditions would not exceed the pre-developed condition of 19.68 CFS or exceed the capacity of existing or planned

downstream storm water drainage systems. Therefore, no significant impacts would result from project development.

d – f. LESS THAN SIGNIFICANT IMPACT. Construction of the proposed project would result in less than significant impacts to water supplies, wastewater capacity, and permitted landfill capacity. Potential impacts on each utility service are discussed below.

SUFFICIENT WATER SUPPLY

Development of the project site, which supports an existing palm tree nursery, would likely decrease the demand for potable water that is needed to serve the proposed 31 single family homes anticipated to ultimately be developed on-site. Water service for the project would be provided by the Vista Irrigation District (VID or District) from mains in Phillips Street and Hannalei Drive. The District is a member agency of the San Diego County Water Authority (SDCWA). VID imports approximately 70 percent of its potable water supply from SDCWA, who in turn buys it from the Metropolitan Water District of Southern California (MWD). The remaining 30 percent of VID's supply is from Lake Henshaw, which is fed through precipitation from the San Luis Rey watershed. The average daily demand of potable water for the proposed project would be approximately 11,628 gpd (11.4 acres x 1,020 gpd per acre), whereas the existing palm tree nursery potentially uses approximately 23,028 gpd (11.4 acres x 2,020 gpd per acre).[19]

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

According to VID's *2010 Urban Water Management Plan* (*VID's UWMP*) (June 2011), VID will use local water resources whenever possible; however, if there is a shortfall they would rely on SDCWA supplies. In the analysis of a normal water supply year, as described in *VID's UWMP* (June 2011), if SDCWA, MWD, and VID supplies are developed as planned and SBX 7-7 conservation targets are achieved, no shortages are anticipated within VID's service area in a normal year through 2035.[20] That would mean that the District's entire projected potable water supply would meet the entire projected SBX 7-7 water demand of 25,411 Acre Feet in 2035.[21] In the analysis of a single-dry year through 2035, *VID's UWMP* (June 2011) the findings indicated that if SDCWA, MWD and VID supplies are developed as planned and SBX 7-7 conservation targets are achieved, no shortages are anticipated within VID's service area. However, for multiple-dry year reliability

19 It could be less or more. There isn't a unit demand factor plant nurseries in the land use designation in VID's Potable Water Master Plan, December 2000, so a unit demand factor for "Light Industry - General" of 2020 gpd/acre was used for the estimate.

20 Section 7.1, page 61, VID 2010 Urban Water Management Plan, adopted June 28, 2011.

21 An "acre foot" is a quantity or volume of water covering one acre to a depth of one foot; equal to 43,560 cubic feet or 325,851 gallons. As a rule of thumb, one acre foot is taken to be roughly the amount of water used annually by between one and three suburban family households of four, per year.

analyses, the conservative planning assumption used in *VID's UWMP (*June 2011*)* expects that MWD would be allocating supplies to its member agencies. As a result, some level of shortage could be potentially experienced. As stated above, when shortages occur in VID's resources, the SDWA would use various measures to cover the shortfall, as described below.

The SDWA was established pursuant to legislation adopted by the California State Legislature in 1943 for the primary purpose of supplying imported water to San Diego County for wholesale distribution to its member agencies. These imported water supplies consist of water purchases from MWD, core water transfers from Imperial Irrigation District (IID) and canal lining projects that are wheeled through MWD's conveyance facilities to the SDWA's pipelines (or aqueducts), and spot water transfers that are pursued on an as-needed basis to offset reductions in supplies from MWD. Following the major drought in California of 1987 - 1992, which led to severe water supply shortages throughout the state, the SDWA and its member agencies vigorously developed plans to minimize the impact of potential shortages by diversifying its supplies and strengthening its conservation programs. *SDWA's UWMP* (June 2011) identifies a diverse mix of water resources projected to be developed over the next 25 years to ensure long-term water supply reliability for the region. For example, existing and planned supplies from the Imperial Irrigation District transfer, canal lining projects are considered "verifiable" sources, and planned supplies from the seawater desalination project in Carlsbad (scheduled for operation in 2016) would be considered a "drought proof" supply.[22] The SDWA, as a wholesale supplier, is also required by law to support its retail member agencies' efforts to comply with SBX 7-7 through a combination of regionally and locally administered active and passive water conservation measures, programs, and policies, as well as the use of recycled water. Examples of active measures and programs include residential and commercial water use surveys and education programs. Examples of passive measures include programs that encourage long-term behavior change towards measurable reductions in outdoor water use; increase the landscape industry's basic knowledge regarding the interdependency between water efficiency design, irrigation design, and maintenance; and participation on statewide, national, and industrial committees to advance behavior-based conservation strategies. Additional passive programs and policies include outreach activities, plumbing code changes, legislation, and conservation-based rate structures.

According to the *SDCWA's UWMP* (June 2011) section on water supply reliability, under a single dry-year assessment it was assumed that MWD would have adequate supplies in storage and would not be allocating supplies.[23] With the previous years leading up to the single dry year being wet or average hydrologic conditions, MWD should have adequate supplies in storage to cover potential shortfalls in core supplies and would not need to allocate. It is anticipated that the SDCWA would be able to meet VID's increased demands during a single-dry water year. During multiple-dry water years (such as the current four year drought), there is a potential for shortages, if MWD allocates its supplies. If a shortage occurs, the SDCWA plans to utilize action measures in its Water Shortage and Drought Response Plan. These actions include dry-year supplies, carryover storage, and regional shortage management measures to fill the shortfall.[24] The SDCWA's dry-year supplies and carryover storage are components of managing potential shortages within the region and for increasing supply reliability for the region. The dry-year supplies assist in minimizing or reducing potential supply shortages from MWD. Over the last five years the SDCWA has developed a carryover storage program to more effectively manage supplies. This includes in-region surface storage currently in member agency reservoirs and increasing capacity through the raising of San Vicente Dam, which was completed in June 2014. The SDCWA also has an out-of-region groundwater banking program in the California central valley. Through these efforts, SDCWA can store water available during wet periods for use during times of shortage. In years where shortages may still occur, after utilization of carryover storage, additional regional shortage management measures, such as securing dry-year transfers and extraordinary conservation achieved through voluntary or mandatory water-use restrictions would also be undertaken.

22 Section 4.7, page 4-7, Water Authority's 2010 Urban Water Management Plan, adopted June 23, 2011.

23 Section 9.3, page 9-3, SDCWA's 2010 Urban Water Management Plan, adopted June 23, 2011.

24 Section 11, SDCWA's 2010 Urban Water Management Plan, adopted June 23, 2011.

On the local level, additional water conservation for new developments in Vista is achieved through compliance with the Water Efficient Landscaping Ordinance in the City's Development Code, Chapter 18.56. As noted in the Project Description section in Chapter 2 of this document, the Estimated Total Water Use for the proposed project would be substantially under the Maximum Applied Water Allowance, which would be in compliance with the Vista Water Efficient Landscaping Ordinance.

In addition to the noted UWMP's described above, and implementation of conservation and management measures by water suppliers and local jurisdictions, other regional and/or State entities may also enact other measures during multiple-dry water years as well, including emergency regulations. For example, on April 1, 2015, Governor Jerry Brown issued the fourth in a series of Executive Orders on actions necessary to address California's current severe four year drought conditions. The April 1 Executive Order requires, for the first time in the State's history, mandatory conservation of potable urban water use. In response to this order, the State Water Resources Control Board released draft emergency regulations to restrict overall potable urban water usage across the state by 25 percent. These regulations include such prohibitions as irrigating landscapes outside of newly constructed homes and buildings in a manner inconsistent with California Building Standards Code (e.g., CALGreen requirements for automatic irrigation systems with weather or soil moisture-based controllers and sensors, etc.). Implementation of these prohibitions will be promulgated through VID's regulations. As part of the Conditions of Approval for this project, compliance with any applicable VID emergency drought regulations regarding new development would be conducted by appropriate staff during review of project plans and various inspections prior to the approval of a Certificate of Occupancy. Therefore, as discussed in the above analysis the development of the project would not require new or expanded water entitlements from VID, or require new water resources be found.

WASTEWATER CAPACITY

As previously discussed above, the proposed project would be expected to generate approximately 29,925 gpd of wastewater. The Vista Sanitation District system has an average sewage flow of 5.57 mgd, which is part of the total 36 mgd wastewater treated at the Encina Wastewater Authority's facility. The District, through its Sewer Master Plan Update prepared in collaboration with the Buena Sanitation District, is restoring and upgrading the capacity and condition of the existing sanitary sewer conveyance system over a 20-year period. The additional wastewater contribution from the proposed project would be considered negligible in relation to the current or future treatment capacities at the Encina Facility and the conveyance capacity of District's system. Therefore, project-related impacts would be considered less than significant.

PERMITTED LANDFILL CAPACITY

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

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

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

DISCUSSION

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

As described in Section V of this MND, no significant cultural resources are anticipated to occur on-site and no artifacts were observed; however, ground visibility was poor in some areas of the site. However, it is possible that "*buried cultural resources*" are present on the site, which could result in significant impacts during ground-disturbing activities. Based on this condition, the implementation of mitigation measures CR-1 to CR-6 would reduce potentially significant impacts to unknown archaeological resources to less than significant levels.

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

c. LESS THAN SIGNIFICANT IMPACT. The project would not consist of any uses or activities that would negatively affect any persons in the vicinity. In addition, all resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and found to pose no impact, less-than-significant impact, or less than significant with mitigation. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

Chapter 4

REFERENCES AND LIST OF PREPARERS

Individuals and Organizations Consulted

John Conley – Director of Community Development and Engineering, City of Vista
Patsy Chow – City Planner, City of Vista
Grey Mayer, P.E. – City Engineer, City of Vista

References

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. All referenced documents that are starred * are on file and available for review at the City of Vista Planning Division office located at 200 Civic Center Drive, Vista.

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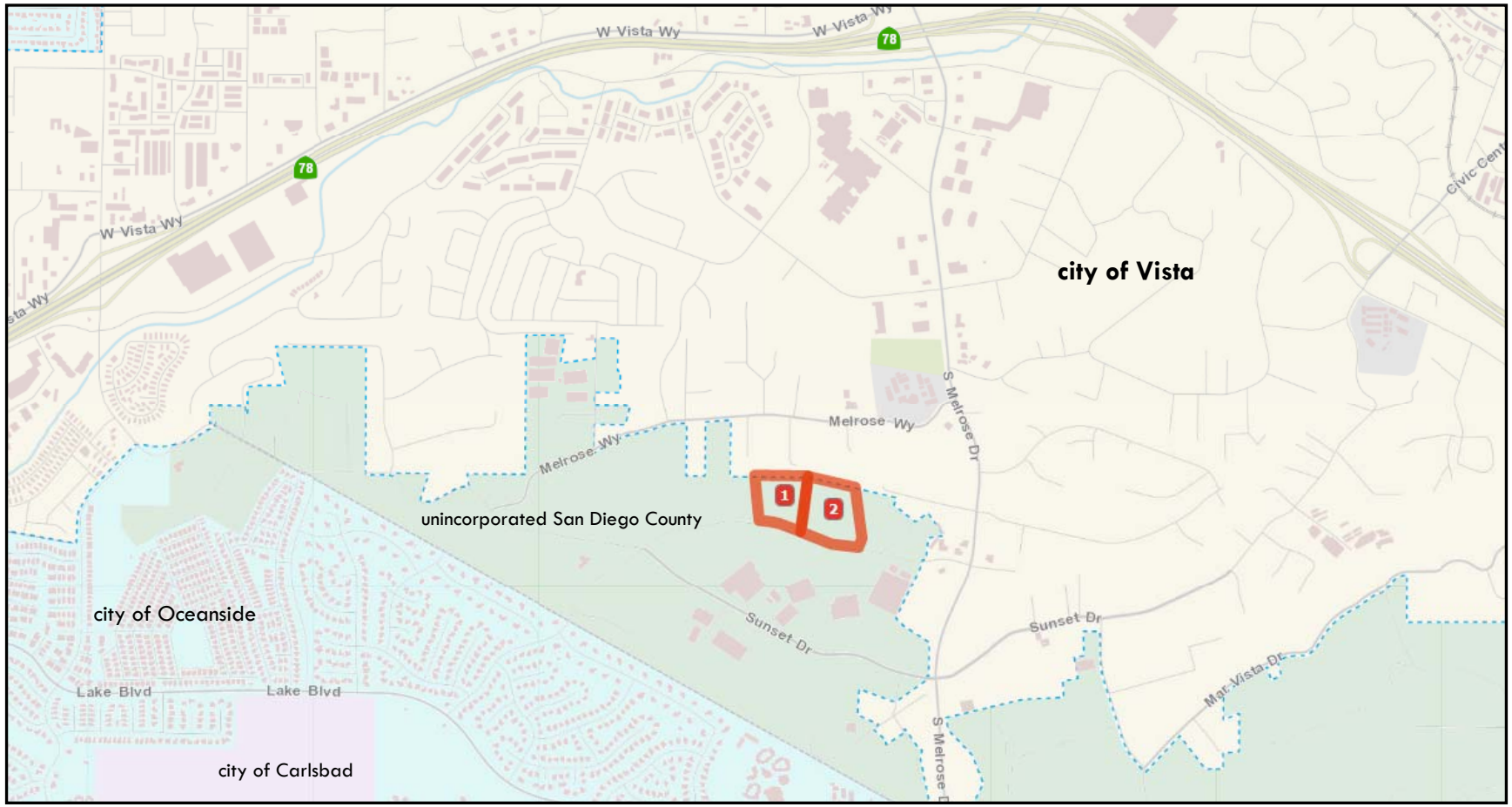
Preparer

John Hamilton, AICP - Environmental Planner, City of Vista

ATTACHMENT A
FIGURES



Source: City of Vista GIS, 2012 Image

	= Location of Project Site	No Scale

APNs:

1 169-150-14

2 169-150-15

FIGURE 1
LOCATION MAP

=Approximate Boundary of Project Site

No Scale

Source: Google Maps 2015 - Image: 2014

FIGURE 2
AERIAL MAP OF EXISTING PROPERTY

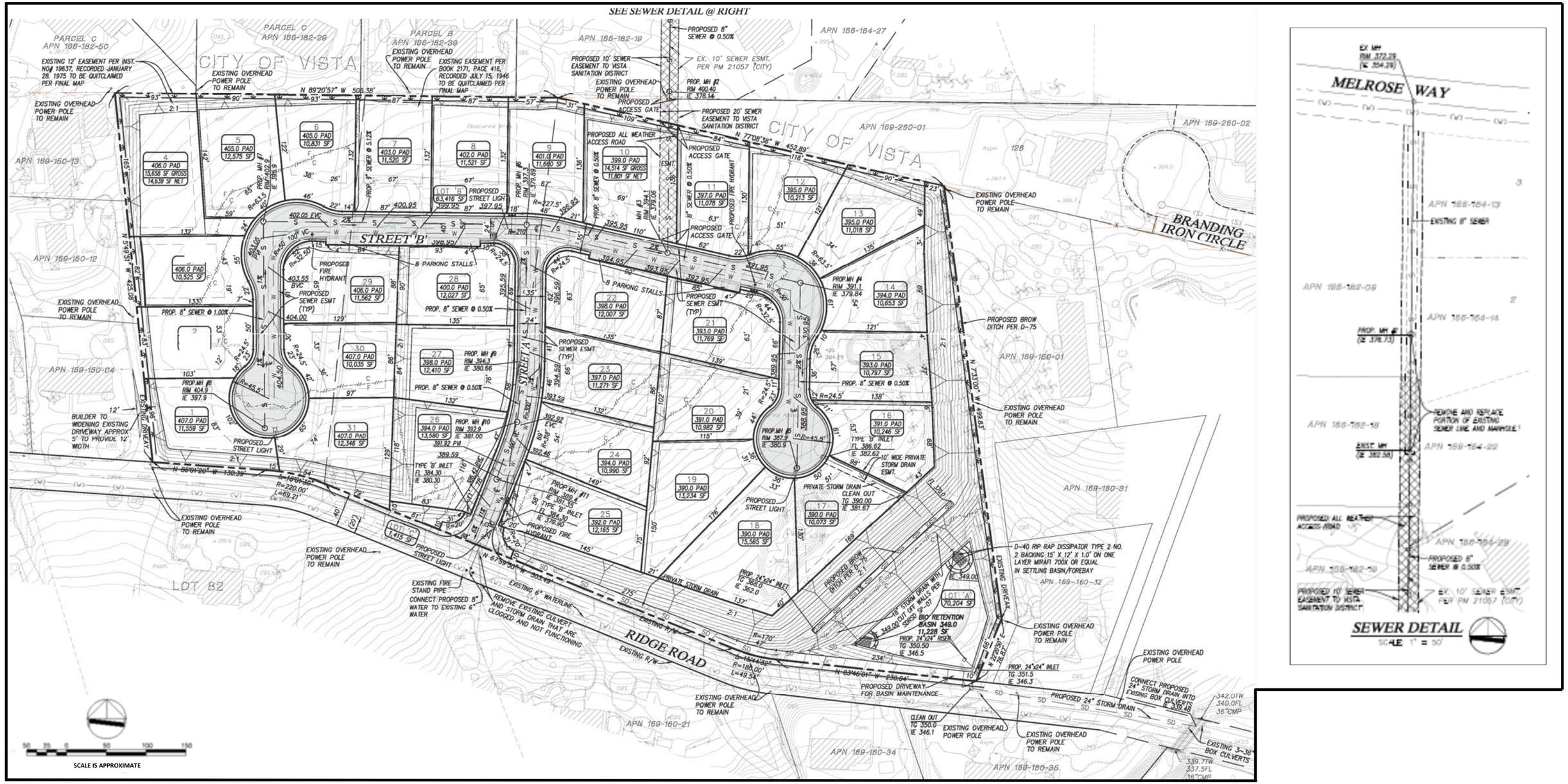
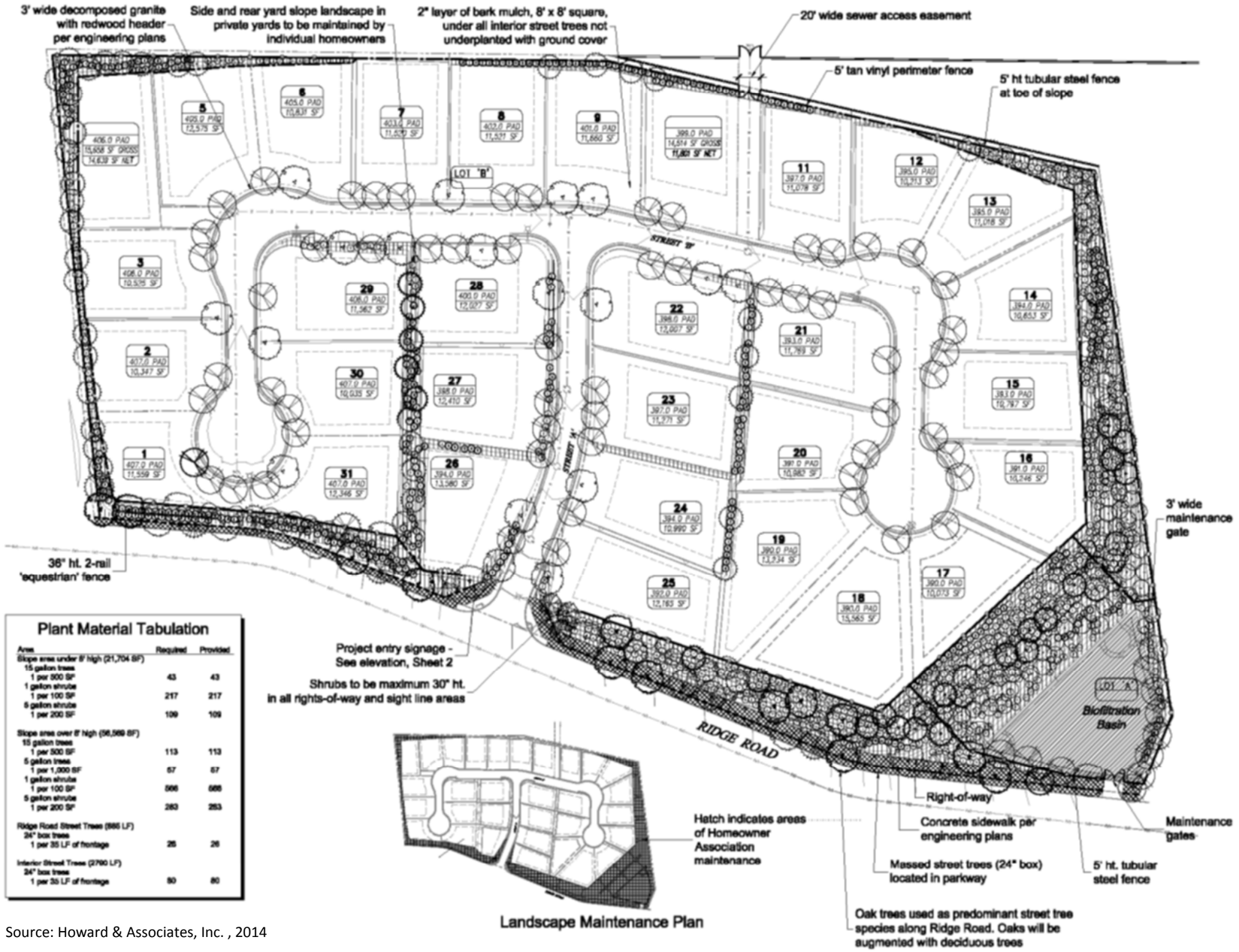


FIGURE 3

PROPOSED TENTATIVE SUBDIVISION MAP



Plant Material Tabulation

Area	Required	Provided
Slope area under 8' high (21,704 SF)		
15 gallon trees		
1 per 500 SF	43	43
1 gallon shrubs		
1 per 100 SF	217	217
5 gallon shrubs		
1 per 200 SF	109	109
Slope area over 8' high (56,569 SF)		
15 gallon trees		
1 per 500 SF	113	113
5 gallon trees		
1 per 1,000 SF	57	57
1 gallon shrubs		
1 per 100 SF	566	566
5 gallon shrubs		
1 per 200 SF	283	283
Ridge Road Street Trees (886 LF)		
24" box trees		
1 per 35 LF of frontage	26	26
Interior Street Trees (2790 LF)		
24" box trees		
1 per 35 LF of frontage	80	80

Preliminary Plant Legend

Ridge Road Street Trees - 24" box size - 1 per 25-35 LF of street frontage
Liquidambar styraciflua - American Sweet Gum
Quercus agrifolia - Coast Live Oak

Interior Street Trees - 24" box size - 1 per 25-35 LF of street frontage
Platanus racemosa - California Sycamore
Quercus agrifolia - Coast Live Oak

Accent Trees - 24" box
Cercis occidentalis - Western Redbud
Lagerstroemia indica - Crape Myrtle

Slope Trees - 15 gallon size - (1) 15 gallon tree per 500 SF on slopes lower than 8'; (1) 15 gallon tree plus (1) 5 gallon tree per 1,000 SF on slopes higher than 8';
Heteromeles arbutifolia - Toyon
Quercus agrifolia - Coast Live Oak
Quercus engelmannii - Engelmann Oak
Rhus lancea - African Sumac
Rhus Laurina - Laurel Sumac

Biofiltration Basin Trees - 5 gal
Platanus racemosa - California Sycamore

Slope Shrubs - 5 gal (1 per 200 SF) and 1 gal (1 per 100 SF)
Cistus salvifolius. - Sageleaf Rockrose
Encelia californica - Coast Sunflower
Epilobium spp. - California Fuchsia
Rosa californica - California Wild Rose

Parkway Ground Covers (Flats @ 12" o.c.) and Shrubs (1 gal minimum)
Gazania spp. - Gazania
Hellanthemum spp. - Sunrose
Lantana spp. - Lantana

Slope Ground Covers - Flats @ 12" o.c.
Baccharis pilularis - Dwarf Coyote Brush
Ceanothus griseus horizontalis - Carmel Creeper

Biofiltration Basin Ground Cover - Flats @ 12" o.c.
Carex pansa - Dune Sedge

Notes:
1. Reinforced straw matting (SC150 manufactured by North American Green or equal) shall be installed on all slopes for erosion control.
2. All street trees shall have irrigation and root barriers.
3. Landscape construction documents shall be prepared to meet the requirements of AB 1881.
4. A minimum of 60% of trees planted shall be 24" box size or larger.

North

0 20' 40' 120'

Scale 1" = 40'

Source: Howard & Associates, Inc. , 2014

FIGURE 4

CONCEPTUAL LANDSCAPE PLAN

ATTACHMENT B

MITIGATION MONITORING & REPORTING PROGRAM

CITY OF VISTA
MITIGATION MONITORING AND REPORTING PROGRAM FOR
MITIGATED NEGATIVE DECLARATION PC6-060

October 2015

PROJECT NAME:	Presidio Vista Tentative Subdivision Map and Annexation
DESCRIPTION:	The applicant seeks approval of an Annexation Request into the city of Vista, a Zone Change and a Tentative Subdivision Map to subdivide an 11.4-acre property into 31 separate residential lots (not including lots for internal roads, detention basins, and slopes).
LOCATION:	The subject property is located at 1405 Ridge Road, on the north side of the street between Sunset Drive to the west and South Melrose Drive to the east, in unincorporated San Diego County, but within the City's Sphere of Influence

The following Mitigation Measures have been incorporated into the project design or are to be implemented before or during construction in accordance with conditions of approval for the project, thereby reducing all identified impacts to a less than significant level.

MITIGATION MEASURES		STAFF MONITOR	TIMING OF COMPLIANCE	DATE OF COMPLIANCE
CR-1	Due to the potential for uncovering unknown sub-surface archaeological resources, cultural resource mitigation monitoring shall be undertaken for any and all on-site and off-site ground disturbing activities (as specified in CR-2). If on-site ground disturbing activities (e.g., exploratory trenching or excavations) are required for any informal or formal solicitation (written or spoken) of construction bids, all applicable requirements identified in the measures CR-2 - CR-6, and CR-8 below shall be undertaken by the Applicant and/or Owner.	Director of Community Development	Prior to obtaining construction bids	
CR-2	Cultural resource mitigation monitoring shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a Qualified Archaeologist and a Luiseño Native American Monitor 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 imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and related off-site road improvements or utility installations in Ridge Road. 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 Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors. • The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing or altering activities, as identified above.	Director of Community Development	Prior to issuance of a grading permit and before, during and after grading	

	MITIGATION MEASURES	STAFF MONITOR	TIMING OF COMPLIANCE	DATE OF COMPLIANCE
	• The Qualified Archaeologist and/or Luiseño Native American monitor may halt ground disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the Qualified Archaeologist and the Luiseño Native American monitor, in consultation with the San Luis Rey Band of Mission Indians (San Luis Rey Band). Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources. • The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the San Luis Rey Band shall be notified and consulted in drafting and finalizing any such recovery plan.			
CR-3	Prior to the issuance of a Grading Permit, and subject to approval of terms by the City, the Applicant or Owner, and/or Contractor shall enter into a Pre-Excavation Agreement with the San Luis Rey Band. A copy of the signed Agreement shall be forwarded to the City Planner. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant or Owner, and/or Contractor, and the San Luis Rey Band for the protection and treatment of, but not limited to, such items as Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through the cultural resource mitigation monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies,	City Planner	Prior to the issuance of a grading permit	

	excavations, geotechnical investigations, soil surveys, grading, or any other ground disturbing activities.			
CR-4	Prior to the issuance of a Grading Permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Archaeologist and a Luiseño Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.	Director of Community Development	Prior to issuance of a grading permit	
CR-5	Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, a Research Design, Data Recovery Program, etc.) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City's Director of Community Development for approval.	Director of Community Development	Prior to release of grading bond	
CR-6	The landowner shall relinquish ownership of all cultural resources collected during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the San Luis Rey Band for respectful and dignified treatment and disposition in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98.	Director of Community Development	Ongoing during all active construction phases	
CR-7:	Due to the high potential for uncovering fossils, paleontological resources mitigation monitoring shall be undertaken for on-site mass grading activities. Paleontological monitoring shall be conducted to provide for the identification, evaluation, and recovery of any exposed fossil remains that may be discovered during the construction of the proposed project. The monitoring shall consist of the on-site presence of a Qualified Paleontologist (or a Paleontological Resources Monitor under the supervision of the Qualified Paleontologist) during initial cutting, grading or excavation into the	Director of Community Development	Prior to issuance of a grading permit and during construction	

	underlying Santiago Formation. Other tasks of the monitoring program shall include the following: • Prior to the issuance of a Grading Permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Paleontologist (or a Paleontological Resources Monitor under the supervision of the Qualified Paleontologist) has been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit. • The requirement for paleontological resource mitigation monitoring shall be noted on all grading plans. • The Qualified Paleontologist shall attend all pre-grading/pre-construction meetings to consult with grading contractors regarding the requirement of monitoring for paleontological resources.			
CR-8	If paleontological resources are unearthed, the Qualified Paleontologist (or a Paleontological Monitor under supervision by a Qualified Paleontologist) shall: • Direct, divert, or halt any grading or excavation activity until such time that the sensitivity of the resource can be determined and the appropriate recovery implemented. • Grading activities shall not resume until the Qualified Paleontologist, or Paleontological Monitor, deems the fossil has been appropriately documented and/or protected. At the Paleontologist Archaeologist's discretion, the location of grading activities may be relocated elsewhere on the project site to avoid further disturbance of the paleontological resources. • Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, other required methods (e.g., plaster-jacketing of large and/or fragile specimens). • Record stratigraphic and geologic data to provide a context for the recovered fossil remains, if feasible, and photographic documentation of the geologic setting. • Curate, catalog and identify all fossil remains, and transfer the cataloged fossil remains to an accredited institution (museum or	Director of Community Development	Ongoing during all ground-disturbing activities	

	university) in California that maintains paleontological collections for archival storage and/or display.			
CR-9	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 Luiseño 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 Luiseño Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. If Native American remains are discovered, the remains shall be kept in situ ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor.	Director of Community Development	Ongoing during all ground-disturbing activities	
HM-1	Prior to the issuance of a Demolition Permit or Grading Permit, an asbestos survey shall be conducted by an asbestos abatement contractor who is registered with Cal/OSHA. A copy of the asbestos survey shall be included in the submittals for the Demolition or Grading Permit. If asbestos-containing materials are determined to be present, the materials shall be abated by a Certified Asbestos Abatement Contractor in accordance with the applicable regulations and notification requirements of the San Diego County Air Pollution Control District and the City of Vista prior to obtaining a Demolition or Grading Permit. A signed written statement of asbestos abatement	City Planner and/or City Engineer	Prior to the issuance of a Demolition Permit or Grading Permit	

	completion from the Certified Asbestos Abatement Contractor shall be included in the submittals for the Demolition or Grading Permit.			
HM-2	Prior to the issuance of a Demolition Permit or Grading Permit and/or the removal of any ASTs, a subsurface investigation shall be conducted on the property by a Qualified Environmental Engineer to determine if petroleum hydrocarbons are present in the soils of the area around the location of the diesel AST's identified in the *Phase I Report* (Hillmann, March 2013). The results of the investigation shall be documented in a Petroleum Hydrocarbons Sampling Summary Letter report (or applicable format), which shall be included in the submittals for the Demolition or Grading Permit. If petroleum hydrocarbons are determined to be present in the soil equal to or greater than a reportable quantity, the Summary Letter shall indicate what applicable notification requirements and regulations the Applicant and/or Owner shall undertake regarding reporting and removing the impacted soils.	City Planner and/or City Engineer	Prior to the issuance of a Demolition Permit or Grading Permit	
N-1	The Applicant or Owner and/or Contractor shall demonstrate to the satisfaction of the City's Land Development Division that the following noise control techniques are implemented during the clearing, demolition, grading and construction phases of the project. a. All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating condition and appropriate for the equipment. b. Stationary noise-generating equipment shall be located as far as reasonable from sensitive receptors when sensitive receptors adjoin or are within 50 feet of the project's property line. c. Unnecessary idling of internal combustion engines (i.e., in excess of five minutes) shall be prohibited. d. Construction activities, including the loading and unloading of materials and truck movements, shall be limited to the hours specified in the City's Noise Ordinance. e. Residences within 50 feet of the project's property line shall be notified 48 hours prior to the start of clearing, demolition, grading. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint	City Engineer	Ongoing during all active construction phases	

	and response procedure. f. The Contractor shall designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison shall be conspicuously posted at the construction site. g. If a noise complaint is registered, the liaison or other project representative shall retain a noise consultant to conduct noise measurements at the location where the complaint was registered. The noise measurements shall be conducted for a minimum of one hour and must include one-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible, with copies given or sent to the complainant, City Engineer, and City Planner. The letter report shall include all measurement and calculation data used in determining impacts and resolutions.			
N-2	The following measure is required for clearing, demolition, and/or grading within 50 feet of residences to reduce construction noise impacts: Temporary noise barriers shall be erected around construction areas adjacent to, or within 50 feet of residences or other noise-sensitive land uses along the north, west and east property lines of the project site. Temporary noise barriers shall be constructed of material with a minimum weight of three pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. These barriers shall be a minimum of eight feet in height.	City Engineer	Ongoing during all active construction phases	

ATTACHMENT C

Comments & Responses To Comments

MND COMMENTS AND RESPONSES

The written comments provided on the following pages were submitted to the City of Vista during the public review period for the Presidio Vista Tentative Subdivision Map and Annexation Project. All comment letters received were individually numbered, as indicated below in the Comment Letter Index. Responses to each comment were then prepared by the City. As shown on the following pages, the City's response is provided on the right side of the page opposite each individually numbered comment. Any changes in the MND are noted as follows: insert text - bold; delete text - strikethrough.

COMMENT LETTER INDEX

Letter A - Pala Band of Mission Indians

COMMENTS

PALA TRIBAL HISTORIC
PRESERVATION OFFICE

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax

PALA THPO

September 3, 2015

John Hamilton
City of Vista Planning Division
200 Civic Center Dr.
Vista, CA 92084

Re: Presidio Vista Tentative Subdivision Map and Annexation

Dear Mr. Hamilton:

A-1 The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

A-2 We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). It is, however, situated in close proximity to the Reservation and information generated would likely be useful in better understanding regional culture and history. Therefore, we request as a courtesy to be kept in the information loop as the project progresses and would appreciate being maintained on the receiving list for project updates, reports of investigations, and/or any documentation that might be generated regarding previously reported or newly discovered sites. Further, if the project boundaries are modified to extend beyond the currently proposed limits, we do request updated information and the opportunity to respond to your changes.

A-3 We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

Consultation letter 3

RESPONSES

A-1 The comment consists of an introduction, noting that the Pala tribe received notice of the project and that the letter consists of the tribe's comments. It does not raise a significant environmental issue addressed in the MND for which further response is required.

A-2 The comment states that while the project site is not within the boundaries of the Pala Reservation, it is in close proximity to it and the tribe requests being kept in the information loop regarding any project updates, or other documentation that provides additional information on existing or newly discovered sites. It does not raise a significant environmental issue addressed in the MND for which further response is required.

A-3 The comment consists of a closing, noting contact information for additional questions or information. It does not raise a significant environmental issue addressed in the MND for which further response is required.

Letter B - San Luis Rey Band of Mission Indians

COMMENTS

SAN LUIS REY BAND OF MISSION INDIANS

1889 Sunset Drive • Vista, California 92081
760-724-8505 • FAX 760-724-2172
www.slrmissionindians.org

September 4, 2015

John Hamilton
Environmental Planner
Planning Division
Community Development Department
City of Vista
200 Civic Center Drive
Vista, CA 92084-6275

VIA ELECTRONIC MAIL
jhamilton@cityofvista.com

RE: COMMENTS ON THE NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE PRESIDIO VISTA TENTATIVE SUBDIVISION MAP AND ANNEXATION (MND PC6-060)

Dear Mr. Hamilton:

B-1 We, the San Luis Rey Band of Mission Indians ("Tribe"), have received and reviewed the City of Vista's ("City's") Notice of Intent to Adopt a Mitigated Negative Declaration ("MND") and all of its supporting documentation as it pertains specifically to the protection and preservation of Luiseño Native American cultural resources that may be located within the parameters of the Presidio Vista Tentative Subdivision Map and Annexation project's ("Project's") property boundaries.

B-2 The Tribe is aware that the proposed Project proposes to subdivide an 11.4-acre property into 31 separate residential lots (not including lots for internal roads, detention basins and slopes). The Tribe is also aware that the Project property is located at 1405 Ridge Road, on the north side of the street between Sunset Drive to the west and South Melrose Drive to the east, in unincorporated San Diego County, but within the City's Sphere of Influence ("Project Site/Location/Area"). After our review of the MND, the Tribe is satisfied and concurs with the proposed Cultural Resource Mitigation Measures (CR-1 through CR-6 and CR-9) contained within the MND.

B-3 The San Luis Rey Band of Mission Indians appreciates this opportunity to provide the City of Vista with our comments on the Presidio Vista Tentative Subdivision Map and Annexation project. As stated above, the Tribe is satisfied and concurs with the mitigation measures for Cultural Resources as proposed in the MND. As always, we look forward to working with the City to guarantee that the requirements of the CEQA are rigorously applied to

RESPONSES

B-1 This comment states the reason why the Tribe has reviewed the MND and all supporting documents.

B-2 The comment is noted. City staff appreciates the Tribe's help in crafting the mitigation measures.

B-3 The comment is noted. Thank you, City staff appreciates the opportunity to work with the Tribe to protect the Luiseño people's cultural resources.

COMMENTS

RESPONSES

B-3 cont.

this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,

Merri Lopez-Keifer
Chief Legal Counsel

cc: Melvin Vernon, SLR Tribal Captain
Carmen Mojado, SLR Secretary of Government Relations

Letter C - Rincon Band of Luiseño Indians

COMMENTS

RESPONSES

RINCON BAND OF LUISEÑO INDIANS
Culture Committee
1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or·(760) 297-2622 & Fax:(760) 749-8901

September 9, 2015

John Hamilton
City of Vista
Planning Division
20 civic Center Drive
Vista, CA 92084

Re: Presidio Vista Tentative Subdivision Map and Annexation PC06-060

Dear Mr. Hamilton:

C-1 This letter is written on behalf of the Rincon Band of Luiseño Indians. We have received your notification on the Presidio Vista Tentative Subdivision Map and Annexation PC06-060 and we thank you.

C-2 We appreciate the continued consultation and as noted in our response dated March 16, 2015, we are not opposed to this project. As outlined in the Mitigation Measures CR-1 to CR-6 pages 3-19 and 3-20 Rincon does request a Native American Monitor be present during all ground disturbing activities.

If there are further questions or concerns please do not hesitate to contact our office at (760) 297-2635.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Jim McPherson
Manager
Rincon Cultural Resources Department

RECEIVED
SEP 18 2015
Community Development

C-1 This comment states the Rincon Tribe has received notification of the MND for the proposed project.

C-2 The comment is noted. Thank you.

Letter D - Soboba Band of Luiseño Indians

COMMENTS

RECEIVED
SEP 28 2015
Community Development

SOBOBA BAND OF LUISEÑO INDIANS
EST. JUNE 19, 1883

September 23, 2015

Attn: John Hamilton, Environmental Planner
City of Vista
Planning Division
200 Civic Center Drive
Vista, CA 92084

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for PC06-060, Presidio Vista Tentative Subdivision Map and Annexation

D-1 The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between the tribes, project proponents, and government agencies.

D-2 Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to other tribes, further down south, closer to the project area. In the event that future monitoring does become necessary and a monitor from a closer tribe is not able to be retained, cultural monitors from the Soboba Band of Luiseño Indians will be available.

Sincerely,

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Vista. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

RESPONSES

D-1 This comment states that the Soboba Tribe has assessed the information in the MND and concluded that although the project site is outside of the existing reservation, it does fall within the bounds of the Tribal Traditional Use Areas. Territory of the Luiseño people, and within the Rincon Tribe's specific area of historic interest. It requests continuing appropriate consultation between the tribes, project proponents and government agencies, which the City intends to do dependent on the results, if any, of the monitoring activities.

D-2 Thank you, the comment is noted. Native American Monitors have been included in the Cultural Resources section of the MND. Please see Mitigation Measures C-1 to C-6, on pages 3-19 to 3-21.

Letter E - County of San Diego

COMMENTS

County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

September 25, 2015

City of Vista Planning Division
John Hamilton, Environmental Planner
200 Civic Center Drive
Vista, California 92084.

Via E-mail: jhamilton@cityofvista.com

COMMENTS ON THE PRESIDIO VISTA TENTATIVE MAP AND ANNEXATION

Dear Mr. Hamilton:

E-1 The County of San Diego (County) has reviewed the Initial Study and proposed Mitigated Negative Declaration and appreciates this opportunity to comment. The County Department of Public Works and Development Services have reviewed the environmental documentation and have identified issues that may have an effect on unincorporated County lands. Please note that none of these comments should be construed as County support for this project or the associated annexation.

GENERAL COMMENTS

E-2 The County Planning & Development Services department has developed Guidelines for Determining Significance that are used to determine the significance of environmental impacts and mitigation options for addressing potentially significant impacts in the unincorporated portions of the County. Project impacts that could have potentially significant adverse effects to the unincorporated County or County facilities should be evaluated using the County's Guidelines for Determining Significance. These guidelines are available online at: http://www.sandiegocounty.gov/pds/procguid.html

WATERSHED PROTECTION

E-3 For storm water quality standards, the 2007 MS4 Permit (Order No. R9-2007-0001) and the County of San Diego SUSMP, dated August 1, 2012 are currently in effect. Please note that the project may need to comply with the recently adopted San Diego Municipal Storm Water Permit Order No. R9-2013-0001 if prior lawful approval is not established prior to the implementation of the BMP Design Manual and other development regulations related to the 2013 San Diego Municipal Storm Water Permit (Order No. R9-2013-0001).

RESPONSES

E-1 This comment is an acknowledgement that the Initial Study/MND has been reviewed. It does not raise a significant environmental issue addressed in the Initial Study/MND for which a response is required.

E-2 The applicant for the proposed Presidio Vista Tentative Map and Annexation project seeks approval of an Annexation Request into Vista as part of the discretionary permits sought from the City of Vista (City). In accordance with these actions, the Initial Study and Mitigated Negative Declaration (MND) for the proposed project has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et seq.), the State CEQA Guidelines (California Code of Regulations Section, 15000, et seq.) including Appendix G, and City significance guidelines. Further, mitigation measures have been incorporated into the project design, or are to be implemented before or during construction in accordance with CEQA, State CEQA Guidelines, and the conditions of approval for the project, thereby reducing all identified potentially significant impacts to less than significant levels.

E-3 As a co-permittee along with the County of the MS4 Permits, the City is aware of the possibility of project compliance with the recently adopted 2013 MS4 Permit. Please see Response E-4 for additional information.

E-4 Section IX of the MND clearly and adequately addressed the proposed project's potential storm water quality impacts within not only unincorporated County lands, but all effected lands per the 2007 MS4 Permit. This section of the MND was based on a Water Quality Technical Report and a Preliminary Drainage Report that were prepared for the proposed project (BHA Inc., February 7, 2014, revised September 20, 2014, and February 7, 2014, revised December 4, 2014, respectively). Those reports were based on the City's 2007 MS4 Permit, which is the current and appropriate set of regulations for storm water compliance since the proposed project seeks approval of an Annexation Request into the city of Vista. Compliance with construction BMPs were addressed on pages 3-37 to 3-38 of the MND, and post-construction BMPs, including LID and Source Control BMPs and compliance with the HMP were listed in Table HWQ-1 (pages 3-38 to 3-39).

Further, as noted under the sub-section POTENTIAL WATER QUALITY IMPACTS (page 3-37), compliance with the requirements of the City's Grading Ordinance, Development Code Chapter 17.56, (which also includes compliance with the City's Stormwater Management and Discharge Control Ordinance, Municipal Code Chapter 13.18) through the submission of a Grading and Erosion Control Plan to the City is also required.

COMMENTS

September 25, 2015
City of Vista Planning Division
John Hamilton, Environmental Planner

E-4 The project has the potential to generate storm water quality impacts within unincorporated County lands; therefore, the project should consider the following items to address this potential:

- Post-construction Best Management Practices (BMPs), Low Impact Development (LID), Source Control BMPs and hydromodification management plan (HMP) in accordance with the relevant San Diego Municipal Storm Water Permit (2007 MS4 Permit or 2013 MS4 Permit pending the time of project approval/construction).
- Construction BMPs and associated plans for conformance with the County Grading Ordinance, Watershed Protection Ordinance and State of California's Construction General Permit.

TRANSPORTATION

E-5 If the proposed project area is annexed into the City of Vista, Ridge Road from the project's western boundary east to the City of Vista should also be annexed into and maintained by the City of Vista. The comprehensive annexation would preclude the creation of a rights-of-way island of County roadway.

E-6 The County's Transportation Impact Fee (TIF) program is a requirement for all development projects located within the unincorporated County. The area proposed for development/annexation is within the County's jurisdiction and was included in the development of the County's TIF program. The TIF fees collected mitigate a project's cumulative traffic impacts to the County's roadway network and help fund transportation facilities as identified in the General Plan Mobility Element. The TIF payment can be calculated using the County's fee estimator online at https://gis-public.co.san-diego.ca.us/tifcalculator/Default.aspx. For more information on the County's TIF program, please visit http://www.sdcounty.ca.gov/dpw/land/tif.html.

E-7 Appropriate County permits will be required for any work conducted within the County's road right-of-way. The environmental document should note the project will require an encroachment permit, including a traffic control plan that must be submitted to the County for review and approval.

E-8 County-maintained roadways are located within the proposed project area (e.g., Ridge Road, Sunset Drive). Unless and until these facilities are annexed into the City of Vista, the project applicant will need to repair all paved and unpaved County roadways that are damaged, disturbed, or removed by the permitted work. The roadways must be repaired to the satisfaction of DPW's Private Development Construction Inspection and Road Maintenance Sections.

The County appreciates the opportunity to participate in the environmental review process for this project. We look forward to providing additional assistance at your request. If you have any

RESPONSES

In addition, as part of the Conditions of Approval for the proposed project, conditions from the City's Land Development Division contains the following requirement:

f. This project may be subject to additional storm water requirements depending on the final definition of prior lawful approval. Additional requirements shall include adherence to the 2013 MS4 permit to be implemented December 26th, 2015, and to the Countywide BMP Design Manual. If thresholds are not met that comply with the definition of prior lawful approval additional analysis, on-site infrastructure, and off-site mitigation may be required to comply with the storm water changes.

E-5 Agreed. It is the City's intention to incorporate that portion of Ridge Road as described in this comment into the project's annexation. The Final MND will insert the following **bold** text into the referenced sections to clarify this issue, as shown below.

Chapter 2 - ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Project Overview (page 2-1)
"The applicant (Mana Investments) seeks approval of an Annexation Request into the city of Vista, a Zone Change and a Tentative Subdivision Map (TSM) to subdivide an 11.4-acre (AC) property into 31 separate residential lots (not including lots for internal roads, detention basins, and slopes). **The Annexation Request would include a portion of Ridge Road from the project's western boundary east to the existing City of Vista boundary.** The subject property..."

Proposed Project Description (page 2-3)
"Overall, **the development of** the proposed project involves the demolition and grubbing, grading and construction of building pads, installation of wet and dry utilities, construction of private streets and street improvements along Ridge Road, and landscaping. The required discretionary approvals are described below:

- Annexation Request: Per City Council Policy 300-10 and Chapter 18.06 in the Vista Development Code, this request is required for passage of a City Council resolution to initiate annexation and apply to LAFCO on behalf of the applicant **for the subject property and a portion of Ridge Road from the project's western boundary east to the existing City of Vista boundary**;"

COMMENTS

September 25, 2015
City of Vista Planning Division
John Hamilton, Environmental Planner

questions regarding these comments, please contact Eric Lardy, Planning Manager, at (858) 694- 3052, or via email at eric.lardy@sdcounty.ca.gov

Sincerely,

Joe Farace, AICP
Planning Manager
Advance Planning Division

e-mail cc:
Conor McGee, CAO Staff Officer, LUEG
Chris Livoni, Policy Advisor, Board of Supervisors, District 5
Michael D. Ott, Executive Officer, San Diego LAFCO
Jeff Kashak, Environmental Planner, Department of Public Works
Richard Chin, Associate Transportation Specialist, Department of Public Works
Nick Ortiz, Land Development Project Manager, Planning & Development Services

RESPONSES

E-6 As stated in the Summary of Impacts sub-section on page 3-65 in Section XVI, Transportation/Traffic in the MND, "[*p*]*er City of Vista and County of San Diego significance thresholds and the analysis methodology presented in the TIS (LLG, 2015), there are no direct or cumulative project-related traffic impacts... As a result, no mitigation measures are required*."

E-7 No work is anticipated to be conducted within the County's road right of way. Also, please see Response E-5 for additional information regarding annexation of a portion of Ridge Road.

E-8 Comment is noted. As stated in Responses E-2 and E-5, and in Chapter 2 of the MND, development of the proposed project would only occur with City approval of the discretionary permits and LAFCO approval of the annexation.

Letter F - State Clearinghouse

COMMENTS

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 29, 2015

RECEIVED
OCT 2 2015
Community Development

John Hamilton
City of Vista
200 Civic Center Dr.
Vista, CA 92084

Subject: Presidio Vista Tentative Subdivision Map and Annexation
SCH#: 2015081077

Dear John Hamilton:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on September 28, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

RESPONSES

F-1 This comment letter from the State Clearinghouse and Planning Unit (SCH) of the Governor's Office of Planning and Research confirms receipt and distribution of the MND to select State agencies for review. The letter also confirms that the review period closed on September 28, 2015 and that no agencies submitted comments by that date. The SCH comment letter also acknowledges that the City has complied with SCH review requirements for draft environmental documents pursuant to CEQA. No further response is necessary.

COMMENTS

RESPONSES

Document Details Report
State Clearinghouse Data Base

SCH#	2015081077
Project Title	Presidio Vista Tentative Subdivision Map and Annexation
Lead Agency	Vista, City of
Type	Neg Negative Declaration
Description	The applicant seeks approval of an annexation request into the city of Vista, a zone change, and a TSM to subdivide an 11.4-acre parcel into 31 lots of varying sizes, however, homes would not be built at this time. The proposed project includes the demolition of two existing buildings on-site, grubbing and clearing the site, grading and construction of residential building pads, driveways, private streets, street improvements on Ridge Road, and installation of wet and dry utilities. Preliminary grading quantities are estimated to consist of 58,650 cubic yards of cut, 58,650 cy of fill.

Lead Agency Contact

Name	John Hamilton
Agency	City of Vista
Phone	760 643 5391 *Fax*
email	
Address	200 Civic Center Dr.
City	Vista *State* CA *Zip* 92084

Project Location

County	San Diego
City	Vista
Region	
Lat / Long	33° 10' 56.45" N / 117° 15' 27.41" W
Cross Streets	Ridge Roads / S. Melrose Drive
Parcel No.	169-150-14 and 15
Township	*Range* *Section* *Base*

Proximity to:

Highways	Hwy 78
Airports	
Railways	NCTD Sprinter
Waterways	Buena Vista Creek
Schools	Breeze Hill ES
Land Use	Palm Tree Nursery / RR / MLD City of Vista Sphere of Influence

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Other Issues
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission
Date Received	08/28/2015 *Start of Review* 08/28/2015 *End of Review* 09/28/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.