



**INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION
P-22-0282**

Project Name: Tideline Kensho Residential Project

Project Location: The eastern side of Lado De Loma Drive, Vista, California 92083

APN: 179-024-09, 179-093-05, -18, -23, -30, -32, and -34

Project Sponsor: Lev Gershman
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Community Development Department
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Public Review Period: JUNE 16, 2023, to JULY 5, 2023

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000, et seq.). It was available for a 30-day public review period as shown above.

Comments regarding this IS/MND should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment that may result from the project and the ways in which any significant effects are avoided or mitigated. **All comments must be made in writing** and addressed to Patsy Chow, Acting Director of Community Development/City Planner, City of Vista Community Development Department, 200 Civic Center Drive, Vista, California 92084. Comments may be sent by e-mail to: pchow@cityofvista.com. Comments must be received in the Community Development Department office no later than 5 p.m. on the last day of the public review period noted above.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily traffic
AIA	Airport Influence Area
BMP	best management practice
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGF	California Fish and Game Code
CH ₄	methane
CHRIS	California Historic Resources Inventory System
CO	carbon monoxide
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
cy	cubic yard
DPM	diesel particulate matter
du/ac	dwelling unit(s) per acre
DVSP	Downtown Vista Specific Plan
EI	Expansion Index
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
ft	foot/feet
FTA	Federal Transit Administration
GHG	greenhouse gas
gpd	gallon(s) per day
HVAC	heating, ventilation, and air conditioning
IID	Imperial Irrigation District
IS	Initial Study
LOS	level of service
LTS	Local Transportation Study
MBTA	Migratory Bird Treaty Act
MD	Medium Density
mgd	million gallons per day
MHCP	Multiple Habitat Conservation Plan
MHD	Medium High Density
MLD	Medium Low Density
MND	Mitigated Negative Declaration
MTCO _{2e}	metric tons of carbon dioxide equivalent
MU	Mixed Use
MWD	Metropolitan Water District of Southern California

N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NCTD	North County Transit District
NIRC	Newport-Inglewood/Rose Canyon
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NSLU	noise-sensitive land uses
O ₃	ozone
PEIR	Program Environmental Impact Report
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppm	parts per million
PPV	peak particle velocity
RAQS	Regional Air Quality Strategy
RMS	Root Mean Square Amplitude
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCSD	San Diego County Sheriff's Department
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
sf	square foot/feet
SIP	State Implementation Plan
SO _x	sulfur oxides
SPA	Specific Plan area
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
USACE	U.S. Army Corps of Engineers
UWMP	Urban Water Management Plan
VFD	Vista Fire Department
VID	Vista Irrigation District
VMT	vehicle miles traveled
VOC	volatile organic compound
VUSD	Vista Unified School District

Chapter 1

INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the City of Vista (City) for the proposed Tideline Kensho Residential Project (Project). The primary intent of this document is to (1) determine whether Project implementation would result in potentially significant impacts to the environment, (2) determine the Project's consistency with the previously certified Program Environmental Impact Report (PEIR) for the Downtown Vista Specific Plan (DVSP), and (3) incorporate mitigation measures into the Project design, as necessary and consistent with the DVSP PEIR, to eliminate or reduce the Project's potentially significant impacts to a less than significant level.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an Initial Study (IS) for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environmental review document.

In the context of a PEIR and in accordance with CEQA Guidelines, Section 15168(c)(4), and when a later activity would involve site-specific operations, an agency should use a written checklist or similar device such as an IS to document the evaluation of the site and the activity to determine whether the environmental effects of the operation would be within the scope of the PEIR. If the agency finds that pursuant to CEQA Guidelines, Section 15162, that no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the PEIR.

In addition, as specified in Section 15064(f) of the CEQA Guidelines, the lead agency may prepare a Mitigated Negative Declaration (MND) if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment, but that implementation of specific mitigation measures would reduce potentially significant impacts to a less than significant level. As the lead agency for the Project, the City has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with Project implementation. Given the Project site's location and the proposed Specific Plan Amendment, the Project has been analyzed as a standalone project and for consistency with the DVSP PEIR.

During the review process, it was determined that potential impacts would be reduced to a less than significant level with the implementation of DVSP PEIR mitigation measures. The City has incorporated DVSP PEIR mitigation measures into the Project to reduce or eliminate any potentially significant impacts. Therefore, an IS/MND has been prepared for the Project. Further, consistent with CEQA Guidelines, Section 15168 and 15162, the City has concluded that the Project would not cause a new significant impact or substantially increase the severity of a

previously identified significant impact compared to the DVSP PEIR and that no Subsequent EIR or Addendum is required.

Note: The Project has not been approved or denied. It is being reviewed for environmental impacts only. Approval of the Project can take place only after the CEQA analysis has been adopted.

This IS/MND is organized as follows:

- **Chapter 1: Introduction.** This chapter introduces the document.
- **Chapter 2: Environmental Setting and Project Description.** This chapter discusses the Project description, including location, setting, and specifics of the lead agency and contacts.
- **Chapter 2: Initial Study Environmental Checklist.** This chapter discusses the CEQA environmental topics and checklist questions, identifies the potential for impacts, and proposes mitigation measures to avoid these impacts. This chapter also includes a consistency analysis with the DVSP PEIR.
- **Chapter 4: References and List of Preparers.** This chapter presents a list of reference materials consulted during preparation of this IS/MND and lists the organizations and individuals who were consulted and/or prepared this IS/MND.

Public Review

The IS/MND will be circulated for a 20-day public review period from June 16, 2023, to July 5, 2023.

Comments regarding this IS/MND must be made in writing and submitted to Patsy Chow, 200 Civic Center Drive, Vista, California 92084, or by email to pchow@ci.vista.ca.us.

Comments should focus on the proposed finding that the Project would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the Project proponent. If the commenter disagrees with the City's conclusion, the commenter should identify any alleged specific effects and explain why the effect would occur and why it would be significant.

Scope

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

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and tribal cultural resources
- Energy
- Geology and soils
- Greenhouse gas (GHG) emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Utilities and service systems
- Wildfire
- Mandatory findings of significance

Chapter 2

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Project Overview

The Project would amend the Downtown Vista Specific Plan (DVSP) and extend the boundaries to include approximately five acres of additional territory on which the below-described multi-family residential structures would be constructed. The Project, which would also include a General Plan Amendment, a Zone Change, a Specific Plan Amendment, a Site Development Plan, and a Tentative Subdivision Map, would construct 183 multi-family dwelling units, covered parking, and associated amenities. The Project also proposes off-site sidewalk improvements along the northern side of Guajome Street/Lado De Loma Drive from Eddie Drive to the northern side of the Project site or North County Transit District (NCTD) rail line (i.e., the off-site improvements area). In addition, the Project would construct a pedestrian connection (a temporary decomposed granite sidewalk) to the east to connect to the sidewalk on Mercantile Street at Guajome Street. Currently, the General Plan designates the Project site as Medium Density Residential (MD) with a maximum of ten dwelling units per acre (du/ac) and Medium High Density Residential (MHD) with a maximum of 15 du/ac, and the site is zoned Multi-Family Residential (R-M 15), Single Family Residential (R-1-B), and Pheasant Hill Specific Plan. The Project proposes a General Plan Amendment to change the designation to Mixed Use (MU), which would allow a maximum of 40 du/ac. The site would also be rezoned as DVSP/Paseo Santa Fe District, which permits a mix of commercial or residential land uses with a maximum residential density of 40 du/ac.

Project Background

The DVSP was adopted and the DVSP PEIR was certified on April 13, 2010, by the Vista City Council. A Mitigation Monitoring and Reporting Program, Findings of Fact, and Statement of Overriding Considerations regarding the DVSP Program Environmental Impact Report (PEIR) were adopted at the same public hearing. An amendment to the DVSP to expand the boundaries of the DVSP, together with a 2015 Addendum to the 2009 PEIR, was approved on September 22, 2015, by the Vista City Council. The California Environmental Quality Act (CEQA) analysis is collectively henceforth referred to as the “DVSP PEIR.”

The 2015 approval updated and expanded the boundaries of the previous Downtown Specific Plan No. 26. The DVSP was centered on the downtown core and extended outward along two major transportation corridors: Vista Village Drive and South Santa Fe Avenue. The DVSP covered a total area of approximately 352 gross acres. The primary goal of the DVSP was to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area. The DVSP established a vision for the downtown area as a place where residents and visitors could live, work, shop, and play. The DVSP served as a guide and directed new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and mixed land uses in the Specific Plan area (SPA) over a 20-year planning period. A total of 1,270 new dwelling units and 1,866,737 additional square feet (sf) of development were proposed for the SPA.

The DVSP pre-dates the Vista General Plan 2030 Update (GP 2030 Update) and associated PEIR, which were approved by the Vista City Council on February 28, 2012. As a result, the DVSP did not incorporate the goals and policies of the GP 2030 Update. However, the 2015 Addendum to the DVSP modified the DVSP to incorporate the goals and policies of the GP 2030 Update. The DVSP now provides for the redevelopment of the downtown area through design regulations and guidelines, land use policies, parks and open space goals, mobility improvements, development incentives, and public health assessment that reflect the GP 2030 Update.

The Project, which proposes to construct 183 dwelling units, would implement the vision and goals of the GP 2030 Update and DVSP by providing residential development within the expanded DVSP area and adjacent to transit. The Project would provide infill multi-family apartments within 0.5 mile of two SPRINTER stops, in alignment with the DVSP's Guiding Principle of providing improved transit access. The Project would also make sidewalk improvements, again in alignment with the DVSP's Guiding Principle to foster stronger connections between adjacent neighborhoods and commercial centers downtown through enhanced pedestrian bicycle networks and access to transit.

Project Location

CITY OF VISTA

The City is a largely built-out, predominantly low-density residential community approximately seven miles inland from the Pacific Ocean in northern San Diego County (refer to Attachment A – Figures, Figure 1, Regional Location). Clusters of urbanizing, higher-density areas are scattered throughout the central portion of the City and along arterial roads. The City is in the rolling topography of the western foothills of the San Marcos Mountains, with elevations ranging from approximately 200 feet (ft) to 750 ft above mean sea level. Pleasant views are found from various points throughout the City, 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 contribute to the overall beauty of the community. The City also has two major creeks, Buena Vista Creek and Agua Hedionda Creek, that flow through its boundaries.

PROJECT SITE

The Project site is along the eastern side of Lado De Loma Drive (Assessor's Parcel Numbers 179-024-09, 179-093-05, -18, -23, -30, -32, and -34) in the City of Vista, California (refer to Attachment A – Figure 2, Project Site). The Project site is in a portion of the City containing both residential and commercial development. A single-family residential neighborhood borders the Project site from the northwest to the southeast, while the SPRINTER light-rail line borders the remaining sides of the site. On the other side of the SPRINTER tracks is commercial development. The land use designations for the immediately surrounding areas are Medium High Density Residential (MHD) to the north, Mixed Use (MU) to the east, Medium Density Residential (MD) to the south, and Medium Density Residential (MD) to the west.

The Project site, which is approximately five acres, is primarily undeveloped, with a dirt road (formerly Rhoda Lane) running along the eastern side of the Project site parallel to the SPRINTER tracks. Vegetation communities and land cover types on the Project site and in the off-site

improvements area include non-native grassland, coast live oak woodland, disturbed habitat, and urban/developed land, with two non-vegetated channels that extend west to east through the center of the site. The off-site improvements area occurs in the Guajome Street roadway and is defined as urban/developed land.

Project Description

PROPOSED OVERALL SITE PLAN

The applicant seeks approval of a General Plan Amendment, a Specific Plan Amendment, a Zone Change, a Site Development Plan, and a Tentative Subdivision Map to construct 183 dwelling units, in three three-story buildings and one four-story building. The Project proposes a variety of development features, as shown in Table 1, Tideline Kensho Residential Project Features. A description of the individual features is provided below.

TABLE 1. TIDELINE KENSHO RESIDENTIAL PROJECT FEATURES

Project Development Feature	Square Footage (sf)	Percent Coverage (%)
Total Lot Size	199,831	100
Apartment Units (Buildings 1–4) Multi-Family Residential Buildings including amenity space: Bicycle storage, pool house, pool/spa, gym, rooftop terrace, and common usable areas	52,468	26.25
Parking Areas: 266 total parking spaces Residential: 218 spaces Accessory (Staff/Visitor): 47 spaces United States Postal Service: 1 space	43,653	21.85
Landscape areas (including slopes and some open space areas including community gathering space and gardens)	103,710	51.90

Source: Safdie Rabines Architects 2022.

APARTMENT BUILDINGS

The proposed residential community would be composed of 183 dwelling units in four separate buildings: three three-story buildings and one four-story building. The buildings would range in size from 10,472 to 91,559 sf each (not including balconies that are less than 100 sf, exterior circulation, or exterior amenity spaces) (refer to Attachment A – Figure 3, Site Plan). The buildings would be configured with a variety of unit floorplans, layouts, and types: studio, one-bedroom, and two-bedroom units in Buildings 1–3 and studio and two-bedroom units in Building 4. The buildings would include 58 studio units that are 382–547 sf, 90 one-bedroom units that are 598–804 sf, and 35 two-bedroom units that are 835–1,164 sf. The proposed residential community would also include approximately 550 sf of project amenity/bicycle storage.

The proposed building design includes a variety of facades, offsets, entry configurations, and rooflines. The architectural style of the buildings would be modern, coastal designs. The apartments would be rented as opposed to privately owned.

RECREATION AREAS AND AMENITIES

The proposed residential community would feature two centrally located, approximately 712 sf (each) recreation buildings adjacent to the pool behind Buildings 1 and 2, a pool house, and a gym. A 5,273 sf rooftop amenity space (i.e., rooftop terrace) would include benches, tables/chairs, two bars, a fire pit seating area, and a built-in barbeque. A community area that would be adjacent to the main community gathering space would include a 7,050 sf community area featuring a pool, a spa, and a plunge pool with lounges, benches, and tables/chairs. The proposed residential community would also feature a myriad of community gathering spaces and a series of gardens scattered throughout 24,729 sf in the central areas of the property.

LANDSCAPING, DRAINAGE, WALLS, AND FENCES

The landscape design would complement the architectural styling of the community while providing a series of open space amenities to meet the recreational needs of the community. The landscaping would be composed of a diverse range of textural and flowering species, which is reflective of the surrounding architectural styles. Specifically, evergreen trees, shrubs, and vines are proposed to soften the architectural facade and site walls. Trees would also be used to create shade and scale throughout the community, including in various amenity spaces. The plants would include durable, elegant, and low-water use/drought-tolerant plants that are easily maintained.

Overall, the landscape concept of the Project is to create a soft transition between the existing adjacent developments and the Project by using trees, shrubs, and ground cover that would (among other aspects) provide visual screening and add character and interest to the site, use plant material that is known to be successful in the area under similar soil conditions, and conserve water through the use of low-water native and ornamental plant materials.

For example, landscaping would consist of accent trees (vertical and small), shade trees, fruit trees, parking lot trees, on-site slope shrubs and ground cover, on-site foundation shrubs and ground cover, and on-site accent shrubs and ground cover.

The Project site is within the Carlsbad Hydrologic Unit – Buena Vista Creek – Vista, 904.22. Stormwater that discharges from the Project site along the northern property line flows into a concrete swale running adjacent to the NCTD railway. The concrete swale conveys drainage to the north, where it enters the City's maintained public storm drain system at Guajome Street.

The Project would include the following best management practices (BMPs) relating to on-site water conservation: modular wetland systems, biofiltration basins, limited impervious surfaces, slope and channel protection, and tree wells. Planting areas would be irrigated according to hydrozones, plant type, and environmental exposure and would receive coverage by means of an automatically controlled, electronically or satellite operated, underground piped permanent irrigation system.

Landscape and irrigation shall conform to the City's Landscape Ordinance and regional standards for landscape installation and maintenance. An irrigation system shall be provided, as required, for proper irrigation development and maintenance of the vegetation. The following irrigation system design shall provide adequate support for the vegetation selected:

- A combination of drip irrigation and spray irrigation would be used to maximize the efficiency of the system and limit water use.
- A rain sensor would be employed in the system to limit over watering during times of natural rainfall.

The Project site would include retaining walls along the northern, eastern, and southern borders of the property, which would be composed of a design aesthetic that is acceptable to the City. A collection of landscape boulders with a retaining wall would be featured in the southern region of the Project site. The central area of the property would include a retaining wall that would surround the turnaround area along the main (entrance) driveway.

Landscaping would cover 51.9 percent of the Project site. Plantings would consist of drought-tolerant, low-water native plants and ornamental trees, shrubs, and vines.

The Project would consist of water- and energy-efficient features designed for conservation, such as biofiltration basins. A total of seven on-site biofiltration basins would treat stormwater runoff. The biofiltration basins would be located throughout the Project site (refer to Attachment A – Figure 4, Conceptual Drainage Plan). After construction, stormwater would be conveyed through gutters and storm drains to the on-site biofiltration facilities. The site would continue to discharge runoff into the City's existing storm drain system in South Santa Fe Avenue, eventually flowing to Buena Vista Creek.

TRAFFIC, ACCESS, AND PARKING

The Project would be accessed from a main full-access side-street stop-controlled entrance driveway on the southern side of Guajome Street, approximately 70 ft west of the existing SPRINTER light-rail line. The Project entrance would consist of a primary drive aisle with access points (i.e., garage entries) into each of the covered parking areas in Buildings 1–3. The two-way private loop road would provide vehicle access to each of the residential buildings (three three-story buildings and one four-story building). The drive aisle would feature a centrally located fire truck turnaround with roll curbs. The Project site would also include pedestrian walkways that would provide walking access to the covered parking spaces, as well as the recreation areas on the Project site. All vehicular and pedestrian access to the Project site would be from Guajome Street; there would be no vehicular or pedestrian access from Lado De Loma Drive. The Project would provide 266 off-street parking spaces, including 218 residential parking spaces, 47 guest parking spaces, and one U.S. Postal Service parking space. Of the 218 residential parking spaces, five would be Americans with Disabilities Act (ADA)/accessible parking spaces, two would be electric vehicle (EV) ADA/accessible parking spaces, and 25 would be EV parking spaces. Of the 47 guest parking spaces, two would be ADA/accessible parking spaces. The Project would also include three motorcycle spaces and 54 bicycle parking spaces.

Pedestrian access to the Project site would be provided via a new sidewalk on both sides of the new driveway. The Project would construct a sidewalk on the northern side of Guajome Street, between 201 Guajome Street and Eddie Drive, and on the southern side of Guajome Street, between the Project's western property line and Mercantile Street, including a temporary decomposed granite sidewalk between the eastern railroad right-of-way and Mercantile Street. The construction of this portion of the sidewalk would require California Public Utilities Commission approval via the General

Order-88B Modification of an existing rail crossing process, which the applicant is submitting to the City and the California Public Utilities Commission.

INFRASTRUCTURE AND SERVICES

The Project would include utility connections to existing facilities in the adjacent public street (Lado De Loma Drive). The Project would receive electricity and gas service from San Diego Gas & Electric (SDG&E), water service from Vista Irrigation District (VID or District), and sewer service from the City. Residences would be in the Vista Unified School District and served by the Vista Fire Department and the San Diego County Sheriff's Department. The Project would include the installation of biofiltration basins and storage pipes for stormwater drainage.

Project Construction

Construction of the Project is anticipated to begin in November 2024 and last a total of 21 months, which includes an overlap of phases, according to the following construction schedule provided by B & G Consultants:

- **Demolition:** One month
- **Grading/Initial Site Preparation:** 1.5 months
- **Building Construction:** 13 months
- **Paving (Phase 1):** One month
- **Architectural Coating:** 6.5 months
- **Finish Grading/Site Preparation:** Three months
- **Paving (Phase 2):** 1.5 months

Construction would involve approximately 26,000 cubic yards (cy) of cut, approximately 6,000 cy of fill, and a total estimated amount of 20,000 cy of export. A Construction Traffic Control Plan would be incorporated as a Project condition and require flaggers to ensure that neither worker vehicles nor construction trucks would queue onto the railroad tracks during construction. During the building construction phase, a minimum of two permanent flaggers would be stationed along Guajome Street during the AM peak period to ensure that the surge in worker traffic does not cause a detrimental effect on Guajome Street. In addition, the temporary driveway for construction traffic would be located as far west along Guajome Street as possible. Personnel and materials parking and loading zones would be planned at the opposite end of the site. The applicant and general contractor would coordinate with City staff to address any construction traffic issues that occur.

Regulatory Requirements, Permits, and Approvals

In accordance with Sections 15050 and 15367 of the CEQA Guidelines, the City is the designated lead agency for the Project and has primary authority and jurisdiction for CEQA actions and Project approval. Responsible agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development and/or mitigation. The Project would require several discretionary actions by the City, which are listed in Table 2, Discretionary Actions, Permits, and Approvals.

TABLE 2. DISCRETIONARY ACTIONS, PERMITS, AND APPROVALS

Discretionary Action, Permit, or Approval	Approving Agency
DVSP Amendment	City
General Plan Amendment	City
Zone Change	City
Site Development Plan	City
Tentative Subdivision Map	City
General Waste Discharge Requirements	RWQCB

Notes: City = City of Vista; DVSP = Downtown Vista Specific Plan; RWQCB = Regional Water Quality Control Board

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Chapter 3**INITIAL STUDY ENVIRONMENTAL
CHECKLIST****Project Information**

PROJECT TITLE:	Tideline Kensho Residential Project
LEAD AGENCY NAME AND ADDRESS:	City of Vista Community Development Department 200 Civic Center Drive Vista, California 92084
CONTACT PERSON:	Patsy Chow Acting Community Development Director/City Planner City of Vista Community Development Department 200 Civic Center Drive Vista, California 92084 pchow@cityofvista.com
PROJECT LOCATION:	The eastern side of Lado De Loma Drive, Vista, California 92083. APNs 179-024-09, 179-093-05, -18, -23, -30, -32, and -34
PROJECT SPONSOR'S NAME AND ADDRESS:	Lev Gershman Tideline Partners, LLC P.O. Box 22036 San Diego, California 92192 760-295-9111
GENERAL PLAN DESIGNATION:	Medium Density Residential and Medium High Density Residential
ZONING DESIGNATION:	Single Family Residential, Multi-Family Residential, Pheasant Hill Specific Plan
DESCRIPTION OF PROJECT:	Refer to Chapter 2, Environmental Setting and Project Description, of this IS/MND.
SURROUNDING LAND USES AND SETTING:	Refer to Chapter 2 of this IS/MND.

OTHER PUBLIC AGENCY APPROVALS:

Refer to Table 2, Discretionary Actions, Permits, and Approvals.

HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? IF SO, IS THERE A PLAN FOR CONSULTATION THAT INCLUDES, FOR EXAMPLE, THE DETERMINATION OF SIGNIFICANCE OF IMPACTS TO TRIBAL CULTURAL RESOURCES, PROCEDURES REGARDING CONFIDENTIALITY, ETC.?

Consultation has concluded. Refer to Chapter 3.V, Cultural and Tribal Cultural Resources, of this IS/MND for details.

Environmental Factors Potentially Affected

Based upon the initial evaluation presented in the following IS, it is concluded that the 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 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 by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- ☐ I find that the 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 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 project, nothing further is required.

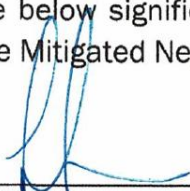


Patsy Chow, Acting Community Development Director/City Planner, City of Vista

6/14/23

Date

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



Applicant or Owner

Date

6/15/23

Evaluation of Environmental Impacts

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

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

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.
- An impact is considered *consistent with the DVSP PEIR* if the analysis concludes that it would not cause a new significant impact or substantially increase the severity of a previously identified significant impact in the DVSP PEIR.

I. Aesthetics <i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☒

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. A scenic vista is generally defined as the view of an area that is visually or aesthetically pleasing. The GP 2030 Update PEIR identifies two main viewsheds that have been identified within the City and its sphere of influence based on general viewing areas: (1) the San Marcos Mountains to the east and northeast of the City, and (2) canyons in the southwestern portions

of the City. The San Marcos Mountains are visible in the distance along segments of Lado De Loma Drive adjacent to the Project site, approximately 3.25 miles to the northeast.

At locations within proximity to the Project site, the anticipated three- and four-story buildings may provide minor obstructions of views of the San Marcos Mountains depending on the vantage point of the viewer. However, the Project would be developed at a scale compatible with other multi level development to the northeast and would not adversely affect scenic views or vistas from the surrounding area. Due to distance, the proposed Project would not adversely affect the views of the San Marcos Mountains from Lado De Loma Drive. In addition, the proposed architecture of the Project consists of modern, coastal designs, rendering it visually compatible with surrounding single-family development, which is also designed consistent with the principles of California coastal architecture (e.g., soft pastels and light to medium earth tones). Private views (from adjacent areas) are not considered in this analysis since no codes or policies protect private views. Therefore, less than significant impacts would occur from the proposed Project on scenic vistas.

B. NO IMPACT. The approximately 4.59-acre Project site is in the central portion of the City, in an urbanized area that includes a mixture of commercial and residential land uses. The subject property does not contain any historic buildings or scenic resources (refer to Attachment A – Figure 2). In addition, the site is not along a state scenic highway. No officially designated state scenic highways are in the City. State Route 76, which parallels the City boundary approximately 3.87 miles north of the Project site, is an eligible state scenic highway (Caltrans 2019). However, the portions of State Route 76 that run north of the City are in developed areas of San Diego County (including Bonsall) and the City of Oceanside. Therefore, the Project would not substantially damage scenic resources or historic buildings within a state scenic highway and no impact would occur.

C. LESS THAN SIGNIFICANT IMPACT. The proposed Project would alter, but would not substantially degrade, the existing visual character or quality of the Project site and surroundings. The visual character of the existing 4.59-acre property consists of an east-facing hillside with slopes of non-native grassland vegetation and scatterings of trees (particularly coast live oak) that descends from Lado De Loma Drive to the NCTD right-of-way. The visual character of the immediately surrounding area is of a developed, urbanized area that consists of residences (single-family residential and some multi-family residential), commercial/retail uses, and the NCTD SPRINTER railroad tracks.

The proposed development would be architecturally consistent with nearby multi-family residential development to the northeast, and with the incorporation of setbacks, building heights, and landscaping, the Project would be compatible with the surrounding development. The Project has been designed to follow the natural topography and contour of the canyon by curving the proposed buildings to be less intrusive to surrounding public views. The proposed architectural style of the units would consist of modern, coastal designs with the use of contemporary materials, forms, and colors, consistent with the surrounding area. Design features and elements of this style would include such items as decorative light fixtures, floor-to-ceiling glass windows, and light/soft accent colors. The colors of the buildings would be subdued and limited primarily to soft pastels and light to medium earth tones. The Project would enhance the visual quality of the site by introducing an aesthetically cohesive development with associated landscaping on a currently underutilized piece of land, which is occupied by unhoused individuals and has trash

routinely dumped on site. Therefore, given the visual character of the existing site, development of the proposed Project would have a less than significant impact on the visual character of the site and its surroundings.

D. LESS THAN SIGNIFICANT IMPACT. Sensitive receptors that could be affected by lighting and glare include nearby residents, motorists, and pedestrians. Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor lighting. Potential sources of nighttime lighting and/or glare on the Project site include lighting from the occupied residence and glare from existing windows.

The Project site is surrounded by sources of nighttime lighting, including streetlights along South Santa Fe Drive, Vista Village Drive/East Vista Way, and Civic Center Drive; illumination from vehicle headlights along nearby roadways, such as State Route 78; parking lot and building facade lighting from the nearby commercial and retail uses; and exterior residential lighting.

Glare in the Project vicinity is generated by reflective material from buildings (e.g., large windows, siding, etc.) and to a lesser extent vehicle windows reflecting sunlight. However, there are no known substantial buildings, structures, or large parking areas near the Project site that presently generate substantial glare.

Under existing conditions, the Project site is primarily undeveloped and includes two residences which are the only sources of artificial lighting. The Project would include new sources of nighttime lighting along the pedestrian walkways, parking lot, and on the buildings as well as glare from vehicle and building windows. Although development would introduce new light and glare sources to the Project site and surrounding area, the proposed light and glare sources would be similar to the light and glare sources of the surrounding commercial and residential uses. Considering the existing sources of lighting in the surrounding vicinity, the amount and intensity of nighttime lighting proposed on site would not be substantially greater than the existing lighting. In addition, on-site lighting would be required to meet the requirements in Section 18.58.260, Outdoor Lighting Facilities and/or Fixture, of the Vista Development Code, which would reduce the potential to generate light or glare from new lighting fixtures. In addition, the Project would incorporate a substantial amount of landscaping, such that any unknown source of light or glare would be substantially reduced. As a result, the proposed Project would not create a substantial source of light or glare, and impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.1, Aesthetics, implementation of the DVSP would result in less than significant impacts on scenic vistas. The DVSP PEIR concluded that implementation of the DVSP would not obstruct existing views from the scenic views and resources within the SPA, including Alta Vista Way, Vista Village Drive, or the San Marcos Mountains, and, as such, would not result in a substantial adverse effect on scenic views. Although the San Marcos Mountains are visible in the distance from portions of Lado De Loma Drive adjacent to the Project site, the proposed Project would not adversely affect those views or obstruct views from Alta Vista Way or Vista Village Drive due to distance and intervening

structures to the northeast. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. No IMPACT. As described in DVSP PEIR Section 4.1, Aesthetics, implementation of the DVSP would result in less than significant impacts to scenic resources. The DVSP PEIR concluded that implementation of the DVSP would not obstruct existing views from the scenic views and resources within the SPA, including Alta Vista Way, Vista Village Drive, or the San Marcos Mountains, and, as such, would not result in a substantial adverse effect on scenic resources.

The Project site does not contain any historic buildings or scenic resources, nor is the Project site along or within proximity to a state scenic highway. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.1, Aesthetics, implementation of the DVSP would result in less than significant impacts on scenic character or quality. The DVSP design and development guidelines are specific for each downtown Planning Area to enhance the individual visual character of each Planning Area and establish cohesive, stimulating aesthetic themes throughout the downtown area. The DVSP PEIR concluded that implementation of the DVSP design and development guidelines would maintain and enhance the existing character of each Planning Area and would not degrade the existing visual character or quality of any Planning Area.

The proposed Project's modern, coastal architectural style would not degrade the existing visual character or quality of the Project site because it would introduce an aesthetically cohesive development on a currently underutilized site in the City. In addition, the Project has incorporated the DVSP design and development guidelines related to massing and setbacks, architectural design, landscaping, and pedestrian facilities into Project architectural plans. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.1, Aesthetics, implementation of the DVSP would result in less than significant impacts on light and glare. The DVSP addressed lighting and glare impacts that could result from new development or redevelopment through area-wide lighting policies and compliance with Section 18.58.280 of the Vista Municipal Code, which would minimize the amount of new nighttime lighting that would occur as a result of the DVSP. Further, the DVSP would not create substantial new sources of lighting compared to existing conditions. The PEIR concluded that implementation of the DVSP area-wide lighting policies and design and development guidelines along with compliance with the Vista Municipal Code would reduce the aesthetic impacts from new development and infill development within the SPA to less than significant.

The Project site is surrounded by sources of nighttime lighting and glare and would not create a new source of substantially greater light or glare than the existing lighting and glare from surrounding development. Furthermore, on-site lighting would be required to meet the requirements in Section 18.58.260, Outdoor Lighting Facilities and/or Fixture, of the Vista Development Code, which would reduce the potential to generate glare from new lighting fixtures. In addition, the Project would incorporate the DVSP lighting urban design principles related to outdoor, landscaping, and pedestrian lighting. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the proposed Project's implementation, and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. NO IMPACT. The Project would construct a new residential development on a site that is primarily undeveloped in the City. The Project site has a single-family residence in the northern portion and a second single-family residence and an RV trailer on the southern portion of the site. According to the California Department of Conservation Important Farmland Finder, the property is categorized as Urban and Built-Up Land (DOC 2023). The Project site does not contain prime farmland, unique farmland, or farmland of statewide importance. Therefore, no impact would occur.

B. NO IMPACT. According to the Department of Conservation's San Diego County Williamson Act Lands Map (2008), no Williamson Act lands occur in the City. The Project site is not zoned for agricultural use as it is zoned for Medium Density Residential (MD) uses and is not subject to a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

C. NO IMPACT. The Project site is not within forest land, timberland, or timberland zoned for Timberland Production. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in California Public Resources Code, Section 12220[g]), timberland (as defined by California Public Resources Code, Section 4526), or timberland zoned Timberland Production (as defined by California Government Code, Section 51104[g]). No impact would occur.

D. NO IMPACT. The Project site is not within forest land and has no commercial forest trees on the property; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest production use. No impact would occur.

E. NO IMPACT. The Project would not involve changes in the existing environment that would result in conversion of Farmland to non-agricultural use or forest land to non-forest use. As discussed previously, the Project site is not zoned for agricultural use and is not within or surrounded by forest land. Therefore, no impact would occur.

CONSISTENCY WITH DVSP PEIR

A. NO IMPACT. Impacts to agriculture and forestry resources were scoped out of the DVSP PEIR due to the lack of farmland within the SPA. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. NO IMPACT. Impacts to agriculture and forestry resources were scoped out of the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. No IMPACT. Impacts to agriculture and forestry resources were scoped out of the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. No IMPACT. Impacts to agriculture and forestry resources were scoped out of the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

E. No IMPACT. Impacts to agriculture and forestry resources were scoped out of the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the proposed Project's implementation, and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

The following analysis is based on the Air Quality Technical Memorandum prepared by Harris & Associates (2023) (Attachment B).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. The Project site is in the San Diego Air Basin (SDAB). The SDAPCD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the SDAB is in non-attainment. The SDAPCD monitors air pollution, implementation of the County's portion of the State Implementation Plan (SIP), and application of SDAPCD rules and regulations. The SIP and the San Diego Regional Air Quality Strategy (RAQS) contain strategies and tactics to be applied to attain and maintain acceptable air quality in the County.

A significant air quality impact may occur if a project conflicts with or obstructs the implementation of the San Diego RAQS, or applicable portions of the SIP. Both air quality plans contain strategies for the region to attain and maintain the ambient air quality standards.

Regional population, housing, and employment forecast assumptions identified by San Diego Association of Governments (SANDAG) forms the basis of the land use and transportation control portions of the RAQS. SANDAG's forecast assumptions are based on the General Plans of San Diego County and the 18 cities in the region. In general, 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 SDAB air quality plans, including the San Diego RAQS and the SIP. Furthermore, provided a proposed project is in compliance with applicable rules and regulations adopted by the SDAPCD through their air quality planning process, the proposed project would not conflict with or obstruct implementation of the RAQS or SIP.

The applicant seeks a General Plan Amendment, Specific Plan Amendment, Tentative Subdivision Map, and rezone, in addition to other entitlements. Approval of a General Plan Amendment, Specific Plan Amendment, and rezone would allow for an increase in density at the Project site to 40 du/ac. The increased number of dwelling units would still be within the housing projections in the City's GP 2030 Update. The Project would therefore not conflict with or obstruct implementation of the RAQS or SIP, and it would be in compliance with the applicable rules and regulations adopted by the SDAPCD. Therefore, the proposed Project would not conflict with or obstruct implementation of the RAQS or SIP and would not result in a significant impact.

B. LESS THAN SIGNIFICANT IMPACT. The SDAPCD has jurisdiction over air quality programs in the SDAB, which includes the City. The SDAPCD does not provide quantitative thresholds for determining the significance of emissions from Project-related construction or mobile sources. However, the SDAPCD specifies air quality impact analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). If these incremental levels are exceeded, an air quality impact analysis must be performed. For CEQA purposes, the screening level thresholds can be used to demonstrate that a project's total emissions would not result in a significant impact on air quality. Because the air quality impact analysis screening thresholds do not include VOCs, the screening levels for VOCs used in this analysis are from the South Coast Air Quality Management District, which has stricter emissions thresholds than the SDAPCD. For particulate matter less than 2.5 microns in diameter (PM_{2.5}), the U.S. Environmental Protection Agency's Proposed Rule to Implement the Fine Particle NAAQS [National Ambient Air Quality Standards] (published in 2005), which quantifies significant emissions as 10 tons per year (or 55 pounds per day), is used as the screening level threshold. The trigger thresholds are listed in Table 3, San Diego County Air Pollution Control District Pollutant Thresholds.

TABLE 3. SAN DIEGO COUNTY AIR POLLUTION CONTROL DISTRICT POLLUTANT THRESHOLDS

Pollutant	Pounds/Day
CO	550
NO _x	250
PM ₁₀	100
PM _{2.5}	55 ¹
SO _x	250
Lead	3.2
VOC	75 ²

Source: County of San Diego 2007.

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter; SO_x = sulfur oxides; VOC = volatile organic compound

SO₂ is the dominant sulfur oxide from combustion sources and is the relevant SO_x calculated by the California Emissions Estimator Model (CalEEMod) for air quality standard compliance. Therefore, the SDAPCD threshold for SO_x is used as the threshold for SO₂ emissions in this analysis.

¹ Based on the U.S. Environmental Protection Agency's Proposed Rule to Implement the Fine Particle NAAQS published September 2005.

² Based on the VOC threshold from the South Coast Air Quality Management District.

Projects that would not exceed the standards of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile and would not impede attainment and maintenance of ambient air quality standards. However, if the region is in non-attainment status for a particular criteria pollutant and a project's individual emissions exceed the threshold levels, its incremental contribution could be considered cumulatively considerable. The SDAB is listed as non-attainment for ozone (O₃), particulate matter measuring no more than 10 microns in diameter (PM₁₀), and PM_{2.5}. Therefore, there would be a significant cumulative impact on air quality resulting from air quality violations of PM₁₀, PM_{2.5}, and O₃ precursor (VOCs and nitrogen oxides [NO_x]) emissions.

Air quality impacts could result from construction and operation of the Project. Construction emissions are finite and include fugitive dust, equipment exhaust, and indirect mobile source emissions associated with construction workers commuting, material hauling, and deliveries. Operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along roadways and area sources, such as natural gas use for space and water heating. A discussion of the construction and operational impacts from the Project are discussed below.

CONSTRUCTION

Project construction emissions from standard construction were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0, based on construction information provided by the applicant, including construction schedule (approximately 21 months), material movement (net export of 20,000 cy), construction worker trips (B&G Consultants 2023), and disturbance area (five acres). Demolition of existing on-site development would be required. As specified by the applicant, paving would occur in two separate phases. Some phase overlap would occur. CalEEMod default inputs were assumed for construction equipment, vendor and haul

vehicle trips, and architectural coating. Model assumptions are provided in Attachment B. Potential blasting impacts are evaluated based on information provided by the construction contractor (Kruer 2022).

Maximum daily emissions levels associated with Project construction other than blasting are shown in Table 4, Estimated Construction Daily Maximum Air Pollutant Emission (pounds/day). As shown in Table 4, the Project would not exceed SDAPCD construction thresholds for any pollutant.

**TABLE 4. ESTIMATED CONSTRUCTION DAILY MAXIMUM AIR POLLUTANT EMISSION
(POUNDS/DAY)**

Construction Phase	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	2	21	20	<1	1	1
Grading	2	29	18	<1	10	5
Paving Phase 1	1	8	12	<1	<1	<1
Building Construction	2	15	20	<1	3	1
Site Preparation Phase	2	25	19	<1	22	11
Architectural Coating	64	1	3	<1	<1	<1
Paving Phase 2	1	8	12	<1	<1	<1
Maximum Daily Emissions (Individual Phases)	64	29	20	<1	22	11
Maximum Daily Emissions (Overlapping Site Preparation and Architectural Coating Phase)	66	26	22	<1	22	11
SDAPCD Threshold	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

Source: Attachment B. CalEEMod, version 2020.4.0. Refer to Attachment B for model output.

Notes:

CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than ten microns; PM_{2.5} = particulate matter less than 2.5 microns; SO₂ = sulfur dioxide; VOC = volatile organic compound

Emission quantities are rounded to the nearest whole number. Exact values are provided in Attachment B.

Blasting may also be required during the grading phase if it is determined that excavation cannot be completed with standard construction practices. Blasting specifications are currently unknown; however, blasting practices would comply with all applicable safety regulations and would be tightly controlled in consideration of surrounding development. As a condition of approval, blasting would include the following BMPs to minimize impacts to neighboring residences:

- Blasting would be limited to one blast per day.
- Overburden, or a similar BMP, would be used to reduce fugitive dust, noise, and the possibility of small fly-rock.
- Shot area would be lightly sprayed with water to minimize dust.
- Shot area would be located as far from residences as possible and would not occur within 100 ft of residences.

As stated above, a maximum of one blast would occur during blast days, and approximately six blasts days would be anticipated, if required. On blast days, all other construction work would cease. Standard construction operation would be required before and after the blast, and each blast would last only a few seconds. Operation of standard construction equipment during blasting setup, cleanup, and excavated material loading would be similar to the other phases of construction and would not result in significant emissions. As shown in Table 4, maximum daily emissions, including fugitive dust emissions during regular grading, would be well below maximum daily thresholds. One blast event, including incorporation of overburden and watering, would not be expected to significantly contribute to daily particulate matter emissions. A study of larger construction blasting events (building implosions) found that blasting did not exceed NAAQS and that localized particulate matter concentrations returned to pre-blast conditions within 15 minutes (Beck et al. 2003).

Therefore, the Project would not result in a significant impact related to criteria pollutant emissions during construction. Because emissions of criteria pollutants would be below applicable thresholds, which are established to assist maintaining or achieving regional attainment in the SDAB, construction would not result in a cumulatively considerable contribution to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards. No mitigation measures would be required.

OPERATION

Operational sources of air pollutants associated with the Project include fuel combustion emissions from vehicle trips, fuel combustion emissions from space and water heating, fuel combustion emissions from landscape maintenance equipment, VOC emissions from periodic repainting of interior and exterior surfaces, and natural gas use. CalEEMod default inputs were assumed for the Project, with the exception of vehicle trips, landscaping water use, and fireplaces, and woodstoves. Landscaping water use was adjusted per the site plan to 1,283,121 gallons per year. Vehicle trip data was obtained from the Project's Local Transportation Study (LTS) (Attachment C). The vehicle trip length was adjusted to the regional trip estimate for residential use reported in the (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002). The trip rate and length did not account for the Project's increased density compared to existing conditions, proximity to transit service, and implementation of new pedestrian facilities. Therefore, these California Air Pollution Control Officers Association measures for increased density, increased transit accessibility, improve pedestrian connections were selected in CalEEMod and included in the output. As a Project design feature, no fireplaces or woodstoves would be allowed. Model assumptions are provided in Attachment B.

The total estimated operational emissions from the Project are provided in Table 5, Operational Daily Maximum Air Pollutant Emissions. As shown, vehicular sources would be the largest source of operational pollutant emissions attributable to the proposed Project.

TABLE 5. OPERATIONAL DAILY MAXIMUM AIR POLLUTANT EMISSIONS

Emission Source	Maximum Daily Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Natural Gas	<1	<1	<1	<1	<1	<1
Landscape	<1	<1	15	<1	<1	<1
Consumer Products	6	0	0	0	0	0
Architectural Coatings	2	0	0	0	0	0
Hearths	0	0	0	0	0	0
Vehicular Sources	3	3	25	<1	6	2
Total Operational Emissions	11	3	40	<1	6	2
<i>SDAPCD Threshold</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
Significant Impact?	No	No	No	No	No	No

Source: Attachment B. CalEEMod, version 2020.4.0. Refer to Attachment B for model output.

*Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter; SO₂ = sulfur dioxide; VOC = volatile organic compound
Emission quantities are rounded to the nearest whole number. Exact values are provided in Attachment B.*

As shown in Table 5, operational emissions from the Project would not exceed any significance thresholds for maximum daily emissions. Air quality impacts associated with operation of the Project would be less than significant. Because emissions of criteria pollutants under the Project would be below applicable thresholds, which are established to maintain or achieve regional attainment in the SDAB, operation would not result in a cumulatively considerable contribution to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards. Therefore, air pollution emissions from construction and operation of the Project would not exceed the applicable thresholds and less than significant impacts would occur.

C. LESS THAN SIGNIFICANT IMPACT. Toxic air contaminants (TACs) are pollutants with potential to cause significant adverse health effects. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. The two primary emissions of concern regarding health effects for land development projects are carbon monoxide (CO) and diesel particulate matter (DPM). An analysis of the Project's potential construction and operational impacts to sensitive receptors is described below.

CONSTRUCTION

Construction has the potential to result in emissions of DPM. DPM is a mixture of many exhaust particulates and gases that is produced when an engine burns diesel fuel. Compounds found in diesel exhaust are carcinogenic and may cause health impacts ranging from irritation, headache, and dizziness to increased risk of cardiovascular, cardiopulmonary, and respiratory disease and lung cancer, depending on the length of exposure. The Project would result in a short-term addition of truck trips occurring over several months. Approximately 2,500 total truck trips would be required during the 30-day grading phase, and five truck trips would be required during the 20-day demolition phase, resulting in a total of 2,505 truck trips. A maximum of 43 trucks per day is

estimated during building construction. Therefore, the length of individual receptor exposure would be limited, and as shown in Table 4, maximum daily air pollutant emissions from on- and off-road vehicle emissions would not exceed applicable thresholds. Construction associated with implementation of the Project would not result in a significant impact on sensitive receptors related to DPM.

OPERATION

Regarding sensitive receptors, the California Air Resources Board (CARB) recommends that a detailed health risk assessment be conducted for proposed sensitive receptors within 1,000 ft of a warehouse distribution center, 300 ft of a large gas station, 50 ft of typical gas dispensing facilities, 300 ft of a dry-cleaning facility that uses perchloroethylene, or 500 ft of a highway, among other siting recommendations (CARB 2005). Additionally, areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as “CO hotspots.” An air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 parts per million (ppm) or the federal and California eight-hour standard of nine ppm is exceeded. This typically occurs at severely congested intersections (level of service E or worse) (California Department of Transportation (Caltrans) 2010).

The Project consists of residences that would not be a source of substantial TACs. The Project would not place sensitive receptors within a screening distance for a source of TACs requiring a health risk assessment. Additionally, the Project traffic assessment did not identify any intersections in the study area that would operate at level of service (LOS) E or F as a result of Project implementation (Attachment C). A CO hotspot would not occur as a result of Project implementation. Therefore, impacts on sensitive receptors would be less than significant.

D. LESS THAN SIGNIFICANT IMPACT. The Project could produce odors during proposed construction activities resulting from heavy diesel equipment exhaust; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature and would cease upon the completion of the respective phase of construction. Therefore, odor impacts from construction of the Project would be less than significant due to the duration of exposure.

CARB’s Air Quality and Land Use Handbook includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations (CARB 2005). The Project consists of residential land uses. The Project would not construct a facility that would create new objectionable odors. Therefore, operational impacts related to odor emissions would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.2, Air Quality, the DVSP was consistent with the SANDAG growth projections and would not conflict with the 2009 RAQS or the SIP and, therefore, impacts were concluded to be less than significant.

The proposed Project would increase residential density at the site, and the addition of 183 dwelling units would be within the housing projections in the DVSP PEIR. The Project would therefore be within SANDAG's forecast for future development and in compliance with the subsequent air quality plans based off of that forecast, including SDAB air quality plans, the San Diego RAQS and SIP, and applicable rules and regulations adopted by the SDAPCD. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed in DVSP PEIR Section 4.2, Air Quality, operational emissions from full buildout of the DVSP would exceed the significance thresholds for maximum daily emissions for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}; therefore, air quality impacts would be significant and unavoidable. Additionally, since the SDAB is in non-attainment for PM₁₀, buildout of the DVSP would result in a cumulatively considerable net increase of PM₁₀. Therefore, cumulative impacts associated with consistency with air quality standards would also be significant and unavoidable. The DVSP PEIR incorporated Mitigation Measures Air-1 through Air-7 to minimize criteria pollutant emissions from construction and operation; however, even with the incorporation of these mitigation measures, emissions cannot be reduced below threshold levels and therefore remain significant and unavoidable.

Emissions from the proposed Project would be less than the previously analyzed for the DVSP and below the SDAPCD significance thresholds, as demonstrated in Tables 4 and 5. Therefore, impacts would be less than significant. Nevertheless, the Project would incorporate DVSP Mitigation Measures Air-1 through Air-7 for consistency with the DVSP PEIR, which include construction BMPs (Air-1), incorporation of O₃ and VOC-reducing features during construction (Air-2), compliance with SDAPCD Rule 67, architectural coatings (Air-3), SDAPCD notification for any asbestos-containing material demolition (Air-4), operational emission-reducing features (Air-5), and exceedance of requirements of Title 24 (Air-6). The Project has already prepared a Project-specific air quality impact analysis (Attachment B) and, therefore, has implemented Air-7. As such, the Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR, Section 4.2, Air Quality, implementation of the DVSP would have the potential to allow the development of gas stations and dry-cleaning facilities near sensitive receptors, which would be potentially significant. However, incorporation of Mitigation Measure Air-8 would reduce TACs to sensitive receptors within the SPA to a less than significant level by requiring the use of CARB's Air Quality and Land Use Handbook (2005) as a guideline for siting sensitive land uses.

The proposed Project would not be a source of substantial TACs, nor would it place sensitive receptors close to a source of TACs. Additionally, the proposed Project would not create a CO

hotspot because the Project would not cause congested intersections to deteriorate to an unacceptable LOS. Therefore, Mitigation Measure Air-8 would not be required for the Project. Impacts to sensitive receptors would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.2, Air Quality, implementation of the DVSP would not create objectionable odors which would affect a substantial amount of people. Therefore, impacts from odors would be less than significant.

The proposed Project would not emit objectionable odors as the proposed land use is not included in CARB's Air Quality and Land Use Handbook as a common source of odor. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential air quality impacts are mitigated to levels that are less than significant:

DVSP MITIGATION MEASURE AIR-1. During grading activities for any future development in the SPA, the on-site construction superintendent shall ensure implementation of standard best management practices (BMPs) to reduce the emission of fugitive dust, including but not limited to the following actions:

- Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the on-site construction superintendent.
- Graded areas on slopes will provide temporary hydroseeding and irrigation of cleared vegetation and graded slopes as soon as possible following grading activities in areas that will remain in disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase.
- Pave or periodically water all on-site access points or apply chemical stabilizer to construction sites.
- Securely cover all transported material to prevent fugitive dust.
- Operate all vehicles on the construction site at speeds less than 15 miles per hour.
- Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a non-toxic chemical stabilizer.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-1. The Project shall implement DVSP Mitigation Measure Air-1, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-2. The following measures shall be implemented throughout construction to minimize emissions of ozone (O₃) precursors (nitrogen oxides [NO_x], and volatile organic compounds [VOCs]):

- Turn off all diesel-powered vehicles and gasoline-powered equipment when not in use for more than five minutes.
- Use electric or natural gas-powered construction equipment in lieu of gasoline or diesel-powered engines, where feasible.
- Require 10 percent of construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or CARB certified Tier III equipment or better.
- Support and encourage ridesharing and transit incentives for the construction crew.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-2. The Project shall implement DVSP Mitigation Measure Air-2, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-3. The following measures would ensure that architectural coatings comply with San Diego Air Pollution Control District (SDAPCD) Rule 67:

- Use pre-coated/natural colored building materials.
- Use water-based or low VOC coatings with a VOC content of 100 grams per liter or less.
- Use spray equipment with high transfer efficiency, such as the electrostatic spray gun method or apply coatings using manual tools, such as paint brushes, hand rollers, trowels, spatulas, daubers, rags, or sponges.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-3. The Project shall implement DVSP Mitigation Measure Air-3, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-4. Prior to demolition or renovation of any buildings constructed prior to 1980 or otherwise having the potential to contain asbestos-containing material (ACM), a survey shall be conducted by a licensed asbestos-abatement contractor to determine presence of ACM. The SDAPCD shall be notified at least 10 days prior to any activity which may dislodge ACM in accordance with SDAPCD Rule 361.145 and demolition or renovation of structures which may contain ACM must be handled and disposed of in accordance with SDAPCD Rules 361.140-361.156.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-4. The Project shall implement DVSP Mitigation Measure Air-4, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-5. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall identify and submit building plans that identify design features to reduce operational emissions associated with vehicular traffic. Such design features may include, but not be limited to:

- Projects within one-quarter mile of a transit facility, including Sprinter stations and bus stops, shall enhance existing or construct new pedestrian and bicycle facilities to provide safe and efficient access to the transit services.

- Projects located within one-half mile of an existing/planned Class I or Class II bike lane shall include a comparable network that connects the project uses to the existing off-site facility. Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one half mile, as feasible.
- Nonresidential projects shall provide "end-of-trip" facilities including showers, lockers, and changing space. At a minimum, project will provide four clothes lockers and one shower provided for every 80 employee parking spaces, including separate facilities for each gender for projects with 160 or more employee parking spaces.
- Bicycle racks that are accessible from the street and the pedestrian routes. At a minimum, one bike rack space shall be provided per 20 vehicle parking spaces.
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Other transportation demand features for commercial uses may include parking fees employee telecommuting programs, flexible employee work schedules, carpool/vanpool programs, car-sharing services, preferential carpool/vanpool parking, and information on transportation alternatives provided to employees.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-5. The Project shall implement DVSP Mitigation Measure Air-5, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-6. Prior to the issuance of building permits, the applicant shall demonstrate that the project shall exceed the requirements of Title 24 of the California Energy Efficiency Standards for Residential and Non-residential Buildings. These requirements, along with the following measures, shall be incorporated into future development projects to reduce indirect emissions from energy use in the SPA, including O₃ precursors:

- Use of low-NOx emission water heaters
- Installation of energy efficient and automated air conditioners where applicable
- Energy efficient parking area lights
- Exterior windows shall be double-paned

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-6. The Project shall implement DVSP Mitigation Measure Air-6, as written above, for the DVSP.

DVSP MITIGATION MEASURE AIR-7. An Air Quality Impact Assessment (AQIA) shall be prepared for projects within the DVSP Update planning area for projects that exceed one of the following screening criteria:

- Single family residential: 300 dwelling units (DU)
- Apartments (6-20 DU/acre): 370 DU
- Apartments (greater than 20 DU/acre): 420 DU

- Condominiums: 370 DU
- Supermarket: 25,000 SF
- Restaurant, fast food: 6,500 SF
- Restaurant, sit down: 43,000 SF
- Hotel/Motel: 480 rooms
- Standard commercial office: 190,000 SF
- Neighborhood shopping center. 35,000 SF

For projects that include mixed uses, the AQIA trigger threshold would be determined by converting the various uses to equivalent single-family units using the conversion factors found within Table 5 of the San Diego County Report Format and Content Requirements, Air Quality (San Diego County 2007).

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE AIR-7. The Project has implemented DVSP Mitigation Measure Air-7 and provided an analysis of the Project's air quality impacts (refer to Attachment B).

IV. Biological Resources <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☒	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐	☒

IV. Biological Resources <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☒

The following analysis is based on the Biological Resources Letter Report prepared by Harris & Associates (2023) (Attachment D).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Biological resource surveys of the Project site were conducted by Harris & Associates biologists on July 20, 2021; January 27, 2022; and January 19, 2023. The surveys were conducted by walking meandering transects throughout the Project site and mapping vegetation communities, documenting plant and wildlife species, noting suitable habitat, and evaluating the potential for occurrence of sensitive, rare, threatened, and endangered plant and wildlife species (Attachment D).

VEGETATION COMMUNITIES

Table 6, Vegetation Communities and Land Cover Types, outlines the vegetation communities identified on site during the prior surveys.

TABLE 6. VEGETATION COMMUNITIES AND LAND COVER TYPES

Vegetation Community and Land Cover Type	Project Site (acres) ¹	Off-Site Improvements Area (acres) ¹	Survey Area (acres) ¹
Riparian			
Non-vegetated channel (64200) ²	0.02	0.00	0.02
<i>Subtotal</i>	<i>0.02</i>	<i>0.00</i>	<i>0.02</i>
Upland			
Non-native grassland (42200)	0.19	0.00	0.27
<i>Subtotal</i>	<i>0.19</i>	<i>0.00</i>	<i>0.27</i>
Woodland			
Coast live oak woodland (71160)	0.26	0.05	0.31
<i>Subtotal</i>	<i>0.26</i>	<i>0.05</i>	<i>0.31</i>
Disturbed/Developed			
Disturbed habitat (11300)	3.73	0.04	4.09
Urban/developed (12000)	0.38	0.69	11.26
<i>Subtotal</i>	<i>4.11</i>	<i>0.73</i>	<i>15.35</i>
Total	4.58	0.78	15.95

Source: Attachment D.

Notes:

¹ Total acreage rounded up to one-hundredth.

² Within a 20-foot buffer of Project site and off-site improvements area only.

SENSITIVE PLANTS

No sensitive plant species were observed or determined to have a potential to occur on the Project site or in the off-site improvements area (Attachment D). Further, the small areas of non-native grassland and coast live oak woodland and larger areas of disturbed habitat on the Project site have a low potential to support sensitive plant species, and the off-site improvements area is developed and does not provide suitable habitat (Attachment D). Therefore, Project implementation would not result in impacts on sensitive plant species. Impacts on sensitive plant species would be less than significant.

SENSITIVE WILDLIFE

A total of 23 wildlife species were observed on the Project site during the 2021, 2022, and 2023 surveys, 22 of which were native and one of which was non-native. In total, one reptile, three invertebrates, 14 birds, and five mammals were observed on the Project site. Of the 23 wildlife species

observed on the Project site, three are considered sensitive: monarch butterfly (*Danaus plexippus*), red-shouldered hawk (*Buteo lineatus*), and southern mule deer (*Odocoileus hemionus fuliginata*).

The Project has the potential to result in direct and indirect impacts on sensitive wildlife species. One sensitive species, western yellow bat (*Lasiurus xanthinus*), has high potential to be found roosting on the Project site. A second bat species, Mexican long-tongued bat (*Choeronycteris mexicana*), has high potential to be found foraging but not roosting on the Project site.

No other sensitive wildlife species were observed in the survey area, and no sensitive wildlife species were determined to have a high or moderate potential to occur in the survey area (Attachment D). The sensitive wildlife species with a low potential to occur were not observed during the 2021, 2022, and 2023 surveys.

As discussed further below, the proposed Project would implement DVSP Mitigation Measure Bio-1. With mitigation, the proposed Project's impacts to candidate, sensitive, or special-status species would be reduced to less than significant.

NESTING BIRDS

Project implementation has the potential to impact bird and raptor species that are protected under the Migratory Bird Treaty Act and California Fish and Game Code (CFGF), Section 3503. Adult red-shouldered hawks were observed flying over the Project site during the 2021 survey, potentially nesting in mature trees on or surrounding the Project site and off-site improvements area. The coast live oak, pine, and non-native trees, primarily in the southern, southeastern, and central portions of the Project site, provide nesting habitat for many bird species. If construction is conducted during the general bird breeding season (January 15 through August 31), temporary direct impacts from disturbance and displacement of nesting birds during vegetation removal could result in significant direct impacts on bird species protected under the Migratory Bird Treaty Act and CFGF, and mitigation would be required. Indirect impacts from construction noise and vibration during clearing, grubbing, and trenching activities, if conducted during the bird breeding season, could result in significant indirect impacts on bird species protected under the Migratory Bird Treaty Act and CFGF. The Project would implement DVSP Mitigation Measure Bio-3, discussed in more detail below, to reduce impacts to less than significant.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Three sensitive vegetation communities, non-vegetated channel, non-native grassland, and coast live oak woodland, occur on the Project site (Attachment D). The disturbed habitat on the Project site or in the off-site improvements area is not considered a sensitive vegetation community and is unlikely to support sensitive wildlife species.

Table 7, Impacts on Sensitive Vegetation Communities, presents the total sensitive vegetation community acreages on the Project site and the permanent impacts from implementation of the Project.

TABLE 7. IMPACTS ON SENSITIVE VEGETATION COMMUNITIES

Vegetation Community and Land Cover Type	Project Site (acres)¹	Off-Site Improvements Area (acres)¹	Permanent Impacts (acres)¹
Riparian			
Non-vegetated channel (42200)	0.02	<0.001	0.02
Upland			
Non-native grassland (42200)	0.19	0	0.19
Woodland			
Coast live oak woodland (71160)	0.26	0.05	0.31
Total	0.47	0.05	0.52

Source: Attachment D.

Notes: ¹ Acreages rounded up to one-hundredth.

As shown in Table 7, permanent impacts would occur on the three sensitive vegetation communities on the Project site, including approximately 0.02 acre of non-vegetated channel, 0.19 acre of non-native grassland, and 0.31 acre of coast live oak woodland (Attachment D). Therefore, permanent impacts on sensitive vegetation communities from implementation of the Project would be potentially significant.

As explained above, the proposed Project would implement DVSP Mitigation Measure Bio-1 to mitigate the loss of non-native grasslands and coast live oaks consisting of the off-site acquisition of non-native grasslands and coast live oaks. With mitigation, the proposed Project's impacts on riparian or other sensitive habitat would be reduced to less than significant.

C. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Three aquatic resources, Channels 1 through 3, were observed in the survey area (Attachment D). One approximately 0.016-acre (309-linear-foot) earthen-bottomed non-wetland water, Channel 1, was observed starting on the western edge of the Project site at the outfall of an approximately two-foot-diameter corrugated metal pipe and extending west to east through the central portion of the Project site where it becomes undefined as it disappears into a dirt road (Rhoda Lane) that runs along the eastern side of the Project site. One approximately 0.003-acre (43-linear-foot) earthen-bottomed non-wetland water, Channel 2, was observed starting in the disturbed uplands in the central portion of the Project site and extending east where it becomes undefined as it meets with the Rhoda Lane dirt road that runs along the eastern side of the Project site. One approximately 0.02-acre (893-linear-foot) concrete-lined non-wetland water, Channel 3, was observed entering the southeastern corner of the survey area and ending in a disturbed upland area south of Guajome Street. Channel 3 is connected to a larger concrete channel to the east that is directed through a stormwater culvert under Guajome Street.

Channels 1 and 2 were determined to be isolated, ephemeral non-wetland waters that do not have a surface connection to a traditional navigable water or other off-site aquatic resources and do not carry a relatively permanent flow of water. Therefore, Channels 1 and 2 may not be considered jurisdictional by the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW) pursuant to Clean Water Act (CWA) Sections 401 and 404 and CFGC Section 1602. Channel 3, which is

located off site, could have a downstream connection to Buena Vista Creek through the municipal stormwater system and may be considered jurisdictional by the USACE, RWQCB, and/or CDFW pursuant to CWA Sections 401 and 404 and CFGC Section 1602.

As discussed in Chapter 1, Introduction, the Project would develop the entire Project site and result in direct permanent impacts on Channels 1 and 2. Implementation of the Project would not result in direct impacts to Channel 3 since it is off site (Attachment D). Although Channels 1 and 2 were preliminarily determined to not be under the jurisdiction of federal or state agencies, only the USACE, RWQCB, and CDFW can make a final determination of jurisdictional boundaries.

Therefore, the proposed Project would implement DVSP Mitigation Measure Bio-2 to consult with the USACE, RWQCB, and CDFW and acquire any relevant permits from the agencies. With mitigation, the proposed Project's potential impact to a state or federally protected wetland would be reduced to less than significant.

D. LESS THAN SIGNIFICANT IMPACT. The Project site is completely surrounded by urban development, with single-family residential neighborhoods to the north, west, and south; commercial and multi-family development to the northeast; and the SPRINTER tracks to the east (Attachment D). Due to the presence of the surrounding urban development, the Project site is unlikely to provide major movement and dispersal areas for wildlife species or connections to open space areas. However, the small number of trees on the Project site have the potential to provide habitat for birds for migration connectivity both locally and regionally. The off-site improvement area has abundant nesting and foraging opportunities but is not considered open, has no native habitat coverage of significance, and therefore, does not provide major local movement and regional linkage and corridor space.

Some areas on the Project site have the potential to provide live-in habitat for both sensitive and common reptile, bird, invertebrate, and mammal species. Nevertheless, the Project site does not support regional wildlife corridors or linkages because it is surrounded by development, inhibiting wildlife movement. Therefore, implementation of the Project would not result in significant impacts on wildlife corridors or nursery sites. Impacts would be less than significant.

E. NO IMPACT. The Project would comply with the local policies or ordinances protecting biological resources identified in the GP 2030 Update and the DVSP. Therefore, no impacts would occur to local policies or ordinances from implementation of the Project.

F. NO IMPACT. The North County MHCP is a comprehensive conservation planning process that addresses the needs of multiple plant and wildlife species in northwestern San Diego County. The North County MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, roughly 8,800 acres (46 percent) of which are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species (Attachment D). The Project site is within the North County MHCP and complies with the requirements for areas not within the Focused Planned Area. Therefore, no impacts on Local Conservation Plans would occur from implementation of the Project, and no mitigation would be required.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.3, Biological Resources, buildout of the DVSP would have the potential to directly impact exotic riparian woodland and Diegan coastal sage scrub. Although this constitutes a very small portion of the SPA, the DVSP would have the potential to result in the direct impact or removal of these two sensitive habitats. These vegetation communities support sensitive species. Sensitive species that may be found in exotic riparian woodland include Cooper's hawk and the coastal western whiptail. Sensitive species that may be found in Diegan coastal sage scrub habitat include Palmer's grapplinghook, Parry's tetracoccus, San Diego thorn-mint, California adolphia, thread-leaved brodiaea, coastal California gnatcatcher, southern California rufous-crowned sparrow, coast (San Diego) horned lizard, and decumbent goldenbush. Therefore, the DVSP PEIR concluded that the DVSP would have the potential to result in the direct removal of a vegetation community that supports a sensitive animal or plant species and a significant impact to sensitive species would occur. Additionally, one migratory bird may be found in the SPA, the Cooper's hawk, which is a nesting raptor. A potentially significant direct impact to Cooper's hawk would occur if active nests are present on a future development site during construction. The DVSP PEIR concluded that impacts to candidate, special-status or sensitive species, and sensitive habitat, from future construction and operation of future projects in the SPA would be less than significant with implementation of DVSP Mitigation Measure Bio-1, which requires future projects that could support sensitive vegetation types to conduct a survey and mitigate any impacts to species and DVSP Mitigation Measure Bio-3, which requires future projects with suitable trees for raptor nesting season to complete preconstruction surveys for raptor nests. With mitigation, the DVSP PEIR concluded that impacts would be reduced to less than significant.

The proposed Project would have potential direct impacts to wildlife species and indirect impacts to nesting birds and therefore, would be required to implement DVSP Mitigation Measures Bio-1 and Bio-3 to reduce impacts to candidate, sensitive, or special-status species including nesting birds and roosting bats. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.3, Biological Resources, future development projects under the DVSP would potentially result in impacts to sensitive habitats, which include exotic riparian woodland and Diegan coastal sage scrub; special-status species; and jurisdictional waterways. However, incorporation of DVSP Mitigation Measure Bio-1, which requires future projects that could support sensitive vegetation types to conduct a survey and mitigate any impacts to species, reduced the potentially significant impacts to sensitive vegetation communities to a less than significant level.

The proposed Project would implement DVSP Mitigation Measure Bio-1 to mitigate for the loss of sensitive vegetation communities on the Project site, including non-native grasslands and coast live oaks. With mitigation, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.3, Biological Resources, future development projects under the DVSP would potentially result in impacts to jurisdictional waterways. However, the DVSP PEIR concluded that incorporation of DVSP Mitigation Measure Bio-2 would reduce potentially significant impacts to jurisdictional waters to a less than significant level by requiring future projects adjacent to or traversed by Buena Vista Creek to determine if the project would impact the adjacent waterway and coordinate with the applicable resource agencies. The proposed Project would have the potential to impact jurisdictional waterways, Channel 1 and Channel 2. Consistent with the DVSP PEIR, the Project would implement DVSP Mitigation Measure Bio-2 to mitigate impacts to wetlands found on the Project site by consulting with the USACE, RWQCB, and CDFW to determine jurisdictional authority over the on-site aquatic resources. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.3, Biological Resources, impacts to movement of wildlife would be less than significant with implementation of mitigation for impacts to biological resources from construction and operation of projects implemented under the DVSP. Future development projects under the DVSP would potentially result in impacts to wildlife corridors. However, incorporation of Mitigation Measures Bio-1 through Bio-3 would reduce the potentially significant impacts to wildlife corridors to a less than significant level.

The Project site does not support regional wildlife corridors or linkages because it is surrounded by development, inhibiting wildlife movement. Therefore, no mitigation measures would be required. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

E. NO IMPACT. As described in DVSP PEIR Section 4.3, Biological Resources, the SPA is covered by the North County Multiple Habitat Conservation Plan (MHCP), which is the applicable adopted habitat conservation plan for this area; although a subarea plan has not yet been adopted by the City. According to the North County MHCP, the SPA is mapped as mostly developed and is not identified for conservation as a Biological Core Resource Area or Focused Planned Area. Further, the DVSP PEIR concluded that future development under the DVSP would be required to conform to the Natural Community Conservation Planning (NCCP) Guidelines for take of coastal sage scrub under the federal Endangered Species Act, Section 4(d) process if coastal sage scrub was present in the development areas. Therefore, implementation of the DVSP would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; other approved state, regional or local habitat conservation plan; or any local policy or ordinance.

The proposed Project would comply with the local policies or ordinances protecting biological resources identified in the Vista GP 2030 Update and the DVSP, as well as the NCCP Guidelines in compliance with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

F. NO IMPACT. The SPA is covered by the North County MHCP, which is the applicable adopted habitat conservation plan for this area; although a subarea plan has not yet been adopted by the City. According to the North County MHCP, the Planning Area is mapped as mostly developed and is not identified for conservation as a Biological Core Resource Area or Focused Planned Area.

Further, future development under the DVSP would be required to conform to the NCCP Guidelines for take of coastal sage scrub under the federal Endangered Species Act, Section 4, if coastal sage scrub was present in the development areas. Therefore, implementation of the DVSP would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; other approved state, regional or local habitat conservation plan; or any local policy or ordinance. Therefore, no impacts would occur to local policies or ordinances protecting biological resources or applicable habitat conservation plans.

The Project site is within the North County MHCP and complies with the requirements for areas not within the Focused Planned Area, consistent with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential biological resources impacts are mitigated to levels that are less than significant:

DVSP MITIGATION MEASURE BIO-1. For all future projects in the SPA on a site, which is mapped by the City as supporting a sensitive vegetation type, surveys for sensitive plant and animal species shall be conducted by a qualified biologist during the appropriate season as part of, or prior to, the Project planning or design phase. If sensitive plant or animal species are observed, they shall be avoided if possible. If impacts cannot be avoided, the significance of the impacts to those species must be evaluated in compliance with CEQA and any significant impacts shall be mitigated based on the recommendations of the qualified biologist and the mitigation requirements of the North County MHCP Table 8-8, or the City of Vista Subarea Plan, if adopted prior to approval of a grading permit for the future Project.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE BIO-1. The Project would implement Mitigation Measure Bio-1 from the DVSP to mitigate for sensitive plant and animal species anticipated to occur on the Project site, as follows:

- To prevent potential impacts to sensitive roosting bats, a biological monitor should be present during tree removal. If trees need to be trimmed, lower limbs should be cut or trimmed first before cutting upper limbs. If trees need to be completely removed, trees should be cut down in a staggered fashion to give any potential roosting bats a chance to flee. Avoid removal of ornamental plantings that may be potential nectar sources for Mexican long-tongued bat between September and March when the species is most likely to be observed foraging on the Project site or in the off-site improvements area.
- Impacts on approximately 0.19 acre of non-native grassland shall be mitigated at a 0.5:1 ratio for a total of 0.10 acre of required mitigation for private development that occurs outside the North County Multiple Habitat Conservation Plan Focused Planning Area. Mitigation shall consist of the off-site acquisition of 0.10 acre of non-native grassland mitigation credits. The wildlife agencies (i.e., USFWS and CDFW) and the City of Vista shall approve the location and habitat quality of the off-site mitigation site.

- Impacts on approximately 0.31 acre of coast live oak woodland shall be mitigated at a 2:1 ratio for a total of 0.62 acre of required mitigation for private development that occurs outside the North County Multiple Habitat Conservation Plan Focused Planning Area. Mitigation shall consist of the off-site acquisition of 0.62 acre of coast live oak woodland mitigation credits. The wildlife agencies and the City of Vista shall approve the location and habitat quality of the off-site mitigation site.
- The applicant shall be responsible for replacement of any existing coast live oaks that are impacted by construction activities on the site at a minimum ratio of 2:1. The replacement oaks shall be at minimum 48-inch box specimens of the same species existing on site and shall be planted on site and/or in an off-site location in the City of Vista in an area determined to provide long-term biological value, as determined by the City Planner in consultation with the wildlife agencies. The applicant shall be responsible for preparation of a revegetation plan for the coast live oaks. The revegetation plan shall be prepared by a biologist approved by the City of Vista with expertise in Southern California ecosystems and native plant revegetation techniques. The revegetation plan shall be submitted to the City Planner for approval prior to issuance of any grading permit. The applicant shall submit proof of a binding agreement ensuring maintenance and monitoring of the replacement coast live oak trees for a five-year period. The agreement shall be subject to approval of the City Planner prior to issuance of any grading permit.

DVSP MITIGATION MEASURE BIO-2. For all future projects in the SPA located on a site adjacent to or traversed by Buena Vista Creek, a qualified biologist, shall determine if the Project would have the potential to impact the adjacent waterway. If the waterway would be potentially impacted by the Project, the qualified biologist shall determine if the waterway meets the criteria for a jurisdictional wetland or water of the U.S. by the USACE or a streambed or bank under the jurisdiction of the CDFW. If it is determined that the waterway is jurisdictional, the applicant shall obtain the following permits, as necessary.

- Authorization for the fill of jurisdictional waters of the U.S. from the USACE through the CWA Section 404 permitting process;
- A water quality certification pursuant to Section 401 of the CWA; and/or
- Authorization for the alteration of streambeds and banks within the state under Section 1602 of the CFGC.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE BIO-2. The Project would implement Mitigation Measure Bio-2 from the DVSP PEIR by consulting with the USACE, RWQCB, and CDFW to determine jurisdictional authority over the on-site aquatic resources. If required, permits shall be issued before impacts on jurisdictional aquatic resources occur by the USACE, RWQCB, and CDFW. Before construction in any areas containing jurisdictional aquatic features, the applicant shall obtain authorizations pursuant to Sections 401 and 404 of the CWA and Section 1602 of the CFGC.

If required by the USACE, RWQCB, and CDFW, compensatory mitigation shall be implemented to mitigate impacts on jurisdictional aquatic resources prior to the start of construction. This mitigation shall be in the form of credit purchases at an approved wetlands mitigation bank, in-lieu fee mitigation, or other permittee responsible mitigation as approved by the agencies.

Report of waste discharge pursuant to California Water Code, Section 13050, shall be required for waters of the state determined to be non-jurisdictional under Sections 404 and 401 of the CWA. Any measures required as part of the issuance of the Report of Waste Discharge shall be implemented.

Authorization for the alteration of streambeds and banks of the state shall be required under Section 1602 of the CFGC, and a Streambed Alteration Agreement application shall be required prior to work occurring in CDFW jurisdictional areas. Mitigation requirements determined through the process of obtaining the necessary permits shall be implemented before the start of construction.

DVSP MITIGATION MEASURE BIO-3. Prior to initiation of Project construction on a site within the SPA during the raptor nesting season (generally March 1 through August 15), where suitable trees for raptor nesting occur on the Project site or within 500 ft of the site, pre-construction surveys for raptor nests shall be performed by a qualified biologist. If there are no raptors nesting (which includes nest building or other breeding/nesting behavior) within 500 ft of the site, clearing shall be allowed to proceed. Construction activities within 500 ft of active nests shall not be allowed to resume during the breeding season until a qualified biologist determines that the nest is no longer active.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE BIO-3. The proposed Project would implement DVSP Mitigation Measure Bio-3 by preventing the grubbing, trimming or clearing of vegetation from the Project site or off-site improvements area during the general bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, the qualified biologists, as approved by the City of Vista, shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. If one or more active nests are found during the pre-construction survey, a buffer of appropriate size based on species (i.e., 200 ft for passerines and 500 ft for raptors) or observed behavior shall be established around the nest, and no disturbance shall be allowed within the buffer until a qualified biologist determines that the nest is no longer active. If no nesting birds (including nest building or other breeding or nesting behavior) are on the Project site, grubbing, trimming, or clearing shall proceed.

When construction occurs during the bird breeding season, a qualified biologist shall conduct a weekly nest survey of the area within 100 ft of construction to survey for nesting migratory birds and raptors.

V. Cultural and Tribal Cultural Resources <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☒	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☒
c. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	☐	☒	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☒

The following cultural analyses are based on the Cultural Resources Survey Letter Report prepared by Harris & Associates (2023) (Attachment E).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. A California Historic Resources Inventory System (CHRIS) records search was conducted for the Project and surrounding area. Twenty-nine studies have been conducted within a half-mile radius, ten sites were previously recorded, and 20 historic addresses were identified. Of the previously recorded sites, one is prehistoric (CA-SDI-646/P-37-000646), and nine are historic (CA-SDI-14324/P-37-015575; -028764, -028766, -028772/CA-SDI-23083, -028773, -028775, -028778, -033557, -036435). Of the 20 historic addresses that were identified, none are on or adjacent to the Project site (refer to Attachment E). One previously recorded site (P-37-036435) is within the Project footprint. The nearest off-site resource to the Project site is approximately 0.10 mile south (P-37-000646). P-37-036435 was originally recorded by HELIX Environmental Planning in 2017 as a historic refuse deposit within an eroded drainage that was likely deposited between 1930 and 1980.

A cultural resources survey of the Project site was conducted by Harris & Associates Senior Archaeologist Donna Beddow, together with Natane Mojado and Jessica Alexander, both Luiseño Native American monitors of Saving Sacred Sites, in June 2021. The pedestrian survey satisfies DVSP Mitigation Measure Cul-1 as identified in the DVSP. The survey found historical resources on the Project site, including a potentially historic isolate (I-TPH-1) and two potentially historic structures (446 Lado De Loma Drive and 212 Guajome Street). The two single-family residences on the Project site were not found to be historically significant, and the isolate (I-TPH-1) found is not considered a significant historical resource according to the Cultural Resources Survey Letter Report (Attachment E). None of the resources are considered eligible or included on the California Register of Historical Resources (CRHR). Therefore, impacts would be less than significant.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. A cultural resources survey of the Project site was conducted by Harris & Associates Senior Archaeologist Donna Beddow, together with Natane Mojado and Jessica Alexander, both Luiseño Native American monitors of Saving Sacred Sites. The pedestrian survey satisfies DVSP Mitigation Measure Cul-1 as identified in the DVSP PEIR.

The survey did not find evidence of surficial archaeological resources. However, through outreach via Sacred Lands File check, Native American Tribes requested monitoring during construction. Therefore, the Cultural Resources Survey Letter Report (Attachment E) recommends an archaeological monitor and a Luiseño Native American monitor be engaged to provide monitoring for earth-disturbing activities during Project construction in accordance with Mitigation Measure Cul-2 from the DVSP PEIR, as discussed further below. Impacts would be less than significant with Mitigation Measure Cul-2 incorporated.

C. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. A records search was conducted by Harris & Associates of the surrounding area using the CHRIS (Confidential Appendix B, CHRIS Background Data, of Attachment E). Twenty-nine studies have been conducted within a half-mile radius, ten sites were previously recorded, and 20 historic addresses were identified. Of the previously recorded sites, one is prehistoric (CA-SDI-646/P-37-000646), and nine are historic (CA-SDI-14324/P-37-015575; -028764, -028766, -028772/ CA-SDI-23083, -028773, -028775, -028778, -033557, -036435). Of the 20 historic addresses that were identified, none are on or adjacent to the Project site.

One previously recorded site (P-37-036435) is within the Project footprint. The nearest off-site resource to the Project site is approximately 0.10 mile south (P-37-000646). P-37-036435 was originally recorded by HELIX Environmental Planning in 2017 as a historic refuse deposit within an eroded drainage that was likely deposited between 1930 and 1980.

A cultural resources survey of the Project site was conducted by Harris & Associates Senior Archaeologist Donna Beddow, together with Natane Mojado and Jessica Alexander, both Luiseño Native American monitors of Saving Sacred Sites. The pedestrian survey satisfies DVSP Mitigation Measure Cul-1. The survey found historical resources on the Project site, including a potentially historic isolate and two potentially historic structures. The two single-family residences on the Project site were not found to be historically significant, and the isolate (I-TPH-1) found is not a significant historical resource either. The Project will potentially impact historical resources on the site, but the impact will be less than significant due to the insignificant status of the resources

found. Thus, the Project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in California Public Resources Code, Section 21074, that is listed or eligible for listing in the CRHR. Therefore, impacts would be reduced to less than significant.

In compliance with AB 52 and Senate Bill (SB) 18, the City, as the lead agency, is responsible for conducting government to government consultation with Tribes that have requested to consult with the City. The NAHC was contacted for a Sacred Lands File check to determine whether sacred lands are present on site. The NAHC response was positive for resources and recommended that the Pechanga Band of Luiseño Indians (Pechanga Band) be contacted for more information. In August 2021, the Pechanga Band and all Tribal bands on the list provided by the NAHC were contacted by email and regular mail for any information they may have regarding Sacred Sites that may be present on the Project site. The Tribes were contacted subsequently with a follow-up email in January of 2023. Three Tribes (Rincon Band of Luiseño Indians [Rincon Band] and San Luis Rey) responded. The Pechanga Band requested additional information, which was provided to them, and the Rincon Band identified concerns that are described below.

The Rincon Band responded that they have “concerns that the project may impact tangible Tribal Cultural Resources, Traditional Cultural Landscapes, and potential Traditional Cultural Properties.” Rincon further identified that the Project site is within the Rincon Band’s area of historical interest and that “embedded in these resources are Rincon’s history, culture, and continuing traditional identity.” The Rincon Band requested that an archaeological/cultural resources survey be conducted and that a “professional Tribal monitor from the Rincon Band accompany the archaeologist.” They further requested to “consult directly with the lead agency regarding project impacts to cultural resources” (Attachment E).

The Native American monitors, Natane Mojado and Jessica Alexander, identified the area as sensitive and requested that the Project be conditioned with an archaeological and Tribal monitoring program (Confidential Appendix E, Sacred Lands File Check, of Attachment E). Tribal consultation was conducted per AB 52 and SB 18. One Tribe, the Rincon Band, formally requested consultation in January 2023. Per their request, Project technical reports were provided to the Rincon Band for review. Consultation with the Rincon Band officially concluded on March 16, 2023, with their agreement with implementation of DVSP Mitigation Measure Cul-2.

Implementation of DVSP Mitigation Measure Cul-2 would require a qualified archaeologist and Luiseño Native American monitor to be present during ground-disturbing activities in native soils on the Project site. Impacts would therefore be reduced to a less than significant level with incorporation of mitigation.

D. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. California Health and Safety Code, Section 7050.5, requires that, if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the county coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the Native American Heritage Commission (NAHC) within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant. With the permission of

the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the most likely descendant by the NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans. The proposed Project would follow this protocol in the event of encountering human remains during Project construction. Because there is a possibility of inadvertent finds including human remains during ground-disturbing activities, this impact would be potentially significant. DVSP Mitigation Measure Cul-2 would be required to reduce impacts. Impacts would be less than significant with DVSP Mitigation Measure Cul-2 incorporated.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.5, Cultural Resources, implementation of the DVSP would have the potential to result in substantial adverse change in the significance of historical resources through alteration, demolition, or redevelopment. Even though incorporation of DVSP Mitigation Measures Cul-3 through Cul-6 would reduce impacts to historical resources to the extent feasible, the DVSP could not guarantee that all potential impacts, such as demolition of historical resources, would be reduced to less than significant. Therefore, the DVSP PEIR concluded that impacts associated with historical resources would be significant and unavoidable.

Compared to the DVSP PEIR, the proposed Project would not impact significant historical resources because the resources found on site were not considered significant or eligible for listing on the California Register of Historic Resources. The Project applicant has already implemented DVSP Mitigation Measure Cul-1, and as the historical survey did not find historical resources of significant status, the Project would not be required to implement DVSP Mitigation Measures Cul-3 through Cul-6. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.5, Cultural Resources, future development projects under the DVSP would have the potential to disturb or destroy unknown archaeological resources during construction activities associated with future projects. However, incorporation of DVSP Mitigation Measure Cul-1 requiring cultural resources surveys prior to the start of construction activities and DVSP Mitigation Measure Cul-2, which required cultural resources monitoring by a qualified archaeologist and Native American monitor during earthmoving activities, would reduce the impact to unknown buried archaeological resources to a less than significant level.

As described above, the Project implemented DVSP Mitigation Measure Cul-1 by performing an intensive pedestrian survey for the Project site and found no significant resources. Native American Tribes have requested monitoring during construction due to the possibility of inadvertent finds. Therefore, the Project would be required to implement DVSP Mitigation Measure Cul-2 to reduce impacts on unanticipated discoveries during construction activities to less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. NO IMPACT. Tribal Cultural Resources was not included as a resource topic in the environmental analysis for the DVSP, and so consistency with the DVSP PEIR is not applicable.

D. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.5, Cultural Resources, future development projects under the DVSP would have the potential to encounter buried human remains during construction activities associated with future projects. However, the DVSP PEIR concluded that incorporation of DVSP Mitigation Measures Cul-1 and Cul-2 would reduce the impact to unknown buried archaeological resources to a less than significant level by requiring cultural resources surveys prior to the start of construction activities, and cultural resources monitoring by a qualified archaeologist and Native American monitor during earthmoving activities. Compliance with California Health and Safety Code, Section 7050.5, which outlines the legal protocol in the inadvertent discovery of human remains, would reduce impacts associated with human remains to a less than significant level.

Consistent with the DVSP PEIR, the Project has implemented DVSP Mitigation Measure Cul-1 and would require monitoring during construction in compliance with DVSP Mitigation Measure Cul-2. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential cultural resources impacts are mitigated to levels that are less than significant:

DVSP MITIGATION MEASURE CUL-1. Prior to the issuance of a grading permit for any future development project in the SPA proposed on an undeveloped parcel, a pedestrian survey shall be conducted by a professional archaeologist approved by the City. Should the pedestrian survey identify cultural resources, the cultural resources shall be evaluated for eligibility to the CRHR prior to issuance of a grading permit. In addition, the NAHC and local Tribes shall be consulted regarding the potential for impacts to cultural sites to occur on the SPA. Finally, the survey shall make a determination whether the potential presence of subsurface resources requires archaeological or Native American monitoring during site grading. If construction monitoring is required, Mitigation Measure Cul-2 shall be implemented.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE CUL-1. The proposed Project has implemented Mitigation Measure Cul-1 from the DVSP by completing an intensive pedestrian survey of the Project site.

DVSP MITIGATION MEASURE CUL-2. Prior to the issuance of any grading permit for any future development Project in the SPA that has been identified as having the potential to contain subsurface cultural resources, the Project applicant shall provide written evidence to the City Planner that the applicant has retained a City-approved professional archaeologist and Native American monitor, if appropriate, to observe SPA grading and excavation activities for the presence of cultural materials. If any cultural materials are found, work in the area shall be halted so that the significance of the find can be evaluated. A significant discovery may require additional evaluation and mitigation; however, any such additional requirements would be site specific and

would be determined at the time of discovery by the professional archaeologist and Native American monitor. A post-construction monitoring report shall be prepared and submitted to the City Planner at the completion of grading.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE CUL-2. The proposed Project would implement Mitigation Measure Cul-2 from the DVSP PEIR as follows:

- For discoveries of Native American human remains, the procedures required under California Public Resources Code, Section 5097.98, and California Health and Safety Code, Section 7050.5, shall be followed. If human remains are encountered, all ground-disturbing activities shall halt within 100 ft (buffer area) of the discovery, and orange construction fencing shall be installed to denote the buffer area. Work on the remainder of the Project site could continue, but all work within the buffer area shall cease until the procedures required under the aforementioned code sections are completed and the Tribal representatives have authorized the removal of the fencing around the buffer area.
- If, during ground-disturbing activities on the Project site, Tribal Cultural Resources, as defined in California Public Resources Code, Section 21074, or unique cultural resources, as defined in California Public Resources Code, Section 21083.2, are discovered that were not assessed by the site-specific archaeological reports, all ground-disturbing activities shall halt within 50 ft (find area) of the discovery until the Tribal representatives and Project archaeologist can assess the discovery and recommend recovery, treatment, and reburial procedures. Work on the remainder of the Project site may continue, but all work within the find area shall cease until the Tribal representatives and Project archaeologist have completed their assessments and the Tribal representatives have made a reburial recommendation.
- At least 30 days prior to issuance of the first grading permit for the Project, the developer/permit applicant shall enter into agreements with the consulting Tribes for Native American monitors. In conjunction with the archaeological monitors, the Tribal representatives/Native American monitors shall attend the pre-grading meeting with the contractors to provide cultural sensitivity training for all construction personnel. In addition, Tribal representatives/Native American monitors shall be on site during all initial ground-disturbing activities, including clearing, grubbing, tree removal, grading, and trenching, and excavation of each portion of the Project site. In conjunction with the archaeological monitors, the Tribal representatives/Native American monitors have the authority to temporarily divert, redirect, and/or halt ground-disturbing activities to allow appropriate identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreements to the City of Vista. Upon verification, the Project archaeologist shall clear this condition as being satisfied.
- At least 30 days prior to issuance of the first grading permit for the Project, the Project applicant shall retain a Project archaeologist who meets the minimum qualifications of the U.S. Secretary of the Interior's Standards and Guidelines (NPS 1983). The Project archaeologist shall be present for all ground-disturbing and grading activities on the Project site and shall be responsible for notifying and coordinating monitoring by the consulting Tribes.

- The Project archaeologist and Tribal representatives shall attend the pre-grading meeting with the Project's construction manager and any contractors and shall conduct a cultural sensitivity training to provide an overview of the cultural sensitivity of the Project site and surrounding areas, the requirements for the Project archaeologist and Tribal representatives, the protocols that apply in the event of inadvertent finds, and any other appropriate disclosures and discussions.
- Upon completion of all ground-disturbing and grading activities on the Project site, the Tribal representatives shall rebury any resources recovered from the Project site in an open space area that shall remain free from any active recreational uses or any further excavation or ground disturbance. Any reburial site shall be culturally appropriate and explicitly approved in writing by the consulting Tribes. The reburial location shall be covered first by a layer of geomat and then backfilled with clean fill dirt. Once reburial activities are completed, the site shall be protected via a restrictive covenant or similar deed restriction that prohibits future excavation or disturbance of the reburial location.
- Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the City of Vista Community Development Department's requirements for such reports for all ground-disturbing activities associated with this grading permit. The report shall follow the City of Vista's cultural resources standard procedures. The report shall include results of any feature relocation or residue analysis required and evidence of the required cultural sensitivity training for construction staff held during the required pre-grade meeting and evidence that any cultural and heritage material/artifacts have been treated in accordance to procedures stipulated in the Phase IV Cultural Resources Monitoring Report. The Phase IV Cultural Resources Monitoring Report shall be filed with the City of Vista under a confidential cover and shall not be subject to public records requests.

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

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. Energy use from construction and operation are discussed separately below.

Construction-Related Energy Impacts

The Project, like all development, would be responsible for an incremental increase in the consumption of energy resources during construction due to on-site use of construction equipment and vehicle and truck trips. Construction equipment would be required to comply with CARB emissions requirements for construction equipment, which include measures to reduce fuel-consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered. The Project would comply with applicable regulations for energy use during construction. The Project would also be designed according to the most recent Title 24 or future, more stringent versions of Title 24 that are applicable as the Project is built out. Energy use would not be wasteful, inefficient, or unnecessary. Therefore, the impact during construction would be less than significant.

OPERATION-RELATED ENERGY IMPACTS

The Project would construct 183 residential units. Implementation of the Project would increase the demand for electricity and natural gas at the Project site relative to the existing single-family residences and RV trailer. Operational emissions from energy sources would include the on-site combustion of natural gas for heating and hot water and indirect energy use from the generation of electricity at the power plant supplying the Project.

Although electricity and natural gas consumption would increase due to the construction of the 183 residential units compared to the current single-family residences, the Project would be highly energy efficient due to more stringent Title 24 requirements, including the State Building Energy Efficiency Standards and the inclusion of photovoltaic solar panels on the building rooftops. Installation of solar panels would decrease the Project's electricity demand from the power grid. The Project would comply with all applicable energy efficiency requirements. Therefore, the Project's energy consumption would not be considered wasteful, unnecessary, or inefficient. As a result, the impact would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. Electricity and natural gas are supplied to the Project site by SDG&E. The sources of power for SDG&E include 33 percent renewable energy sources (solar, wind, and hydroelectric). Although the Project would result in a net increase in total square footage and in total electricity and natural gas consumption compared to existing conditions, implementation of the Project would provide energy-efficient residential development that meets the most recent applicable Title 24 standards, which include energy efficiency measures, sustainable design measures, incorporation of best practices for water conservation, and implementation of green construction methods. Furthermore, the Project would not require new or expanded energy generation or infrastructure facilities. As a result, the Project would not have an adverse effect on state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. No IMPACT. Energy was not included as a resource topic in the environmental analysis for the DVSP PEIR. Therefore, consistency with the DVSP PEIR is not applicable.

B. No IMPACT. Energy was not included as a resource topic in the environmental analysis for the DVSP PEIR. Therefore, consistency with the DVSP PEIR is not applicable.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the proposed Project's implementation. As a result, no mitigation measures are required.

VII. Geology and Soils <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☒
iv) Landslides?	☐	☐	☒	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☒

VII. Geology and Soils <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☒

The following analysis is based on the Geotechnical Investigation (Geotech Report) prepared by NOVA Services, Inc. (2022) (Attachment F).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A.i. LESS THAN SIGNIFICANT IMPACT. Earthquake fault zones (formerly known as special study zones) have been established along known active faults in California in accordance with the Alquist-Priolo Earthquake Fault Zoning Act. According to the Geotech Report prepared for the Project (Attachment F), the site is not in an Alquist-Priolo Earthquake Fault Zone. No active surface faults

are mapped across the site. The nearest active fault is the Oceanside section of the Newport-Inglewood/Rose Canyon (NIRC) fault zone, approximately 10.9 miles to the southwest. Evidence of active faulting was not observed at the site during the time of the field evaluation, according to the Geotech Report (Attachment F). No active faults are known to underlie or Project toward the site. Furthermore, the proposed Project would comply with the California Building Code (CBC), which includes specific structural and seismic safety provisions. The probability of fault rupture is considered very low, and impacts would be less than significant.

A.ii. LESS THAN SIGNIFICANT IMPACT. The Project site is in a seismically active area, as is the majority of Southern California, and the potential for strong ground motion is considered significant during the design life of the proposed structure. Major known active faults in the region consist generally of an echelon, northwest striking, right-lateral, strike slip faults. These include the San Andreas, Elsinore, and San Jacinto faults northeast of the site, and the San Clemente, San Diego Trough, and Agua Blanca-Coronado Bank faults to the west of the site.

The tectonic setting of western San Diego County includes major north and northwest striking fault zones, the most prominent and active of which is the Newport-Inglewood-Rose Canyon Fault Zone (NIRC). The NIRC includes offshore faulting from Newport Beach southeastward past North San Diego County until it returns back onshore at La Jolla Cove.

According to the Geotech Report (Attachment F), the seismicity of the site was evaluated using the Seismic Design Maps web-based analytical tool provided by Structural Engineers Association of California and California Department of Health Care Access and Information. The U.S. Geological Survey Unified Hazard Tool indicates the site may be subjected to a magnitude 6.9 seismic event, with a corresponding site-adjusted Peak Ground Acceleration of 0.474g.

Because of the potential of seismic events to impact structures in the City in particular and Southern California in general, the proposed buildings are required to be constructed in compliance with the seismic safety standards set forth in the CBC in effect at the time grading and building permits are obtained. In general, 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, as required under the Vista Grading Ordinance (Vista Municipal Code, Chapter 17.56), recommendations in a geotechnical report prepared for the Project must be followed during site preparation and grading activities. The Geotech Report (Attachment F) contains such geotechnical recommendations, which will also be updated to reflect revisions to the grading plans and CBC requirements applicable prior to obtaining a grading permit. The City's Building Department would also review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the Project. Compliance with the CBC; the geotechnical recommendations of the preliminary (and updated) Geotech Report; the Building Department's review process, permit application, and inspections would result in less than significant impacts.

A.iii. LESS THAN SIGNIFICANT IMPACT. Liquefaction refers to the loss of soil strength during a seismic event. The phenomenon is observed in areas that include geologically 'younger' soils (i.e., soils of Holocene

age), shallow water table (less than about 60 ft in depth), and cohesionless (i.e., sandy and silty) soils of looser consistency. The seismic ground motions increase soil water pressures, decreasing grain-to-grain contact among the soil particles, which causes the soils to lose strength. Resistance of a soil mass to liquefaction increases with increasing density, plasticity (associated with clay-sized particles), geologic age, cementation, and stress history. According to the Geotech Report (Attachment F), the dense to very dense tonalite rock at this site has no potential for liquefaction.

According to the Geotech Report (Attachment F), liquefaction describes a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to vertical deformation, lateral movement, lurching, sliding, and as a result of seismic loading, volumetric strain and manifestation in surface settlement of loose sediments, sand boils and other damaging lateral deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying non-saturated soil as excess pore water dissipates. One of the primary factors controlling the potential for liquefaction is depth to groundwater. Typically, liquefaction has a relatively low potential at depths greater than 50 ft.

As stated in the Geotech Report (Attachment F), neither the regional groundwater table nor perched water was encountered during the on-site exploratory test pits to the depth explored (eight ft). As such, regional groundwater is not anticipated to significantly affect the planned improvements. Perched water may occur in the future along zones of contrasting permeability and/or density, or seepage may occur along bedrock joints and fractures. The Geotech Report (Attachment F) stated that the susceptibility of the site to experience damaging deformations from seismically induced liquefaction and densification is low owing to the dense nature of the bedrock that underlies the site in the near-surface and the depth to the regional groundwater table. As a result, impacts from liquefaction are considered less than significant.

A.iv. LESS THAN SIGNIFICANT IMPACT. Landslide describes downslope displacement of a mass of rock, soil, and/or debris by sliding, flowing, or falling. Such mass earth movements are greater than about 10 ft thick and larger than 300 ft across. Landslides typically include cohesive block glides and disrupted slumps that are formed by translation or rotation of the slope materials along one or more slip surfaces. These mass displacements can also include similarly larger scale, but more narrowly confined modes of mass wasting such as ‘mud flows’ and ‘debris flows.’

The causes of classic landslides start with a pre-existing condition – characteristically, a plane of weak soil or rock inherent within the rock or soil mass. Thereafter, movement may be precipitated by earthquakes, wet weather, and changes to the structure or loading conditions on a slope (e.g., by erosion, cutting, filling, release of water from broken pipes, etc.).

Geologic reconnaissance, geologic mapping, and review of aerial photography indicated no evidence of active or dormant landsliding. Further clues to landslide hazards can also be obtained by review of mapping that depicts both historical landslides and landslide-prone topography. The mapping in the Geotech Report indicates that the site is in an area judged to be ‘marginally susceptible’ to landsliding (Attachment F).

According to regional landslide susceptibility mapping in the Geotech Report, the Project site is within landslide susceptibility Subarea 3-1, which is characterized as being “generally susceptible” to landsliding (Attachment F). In consideration of the inherent stability of the formational tonalite, geologic reconnaissance, and review of published information, the Geotech Report (Attachment F) considered the site to be at low risk for landsliding in its current configuration. Regional geologic maps also do not indicate the presence of landslides on the property. Therefore, impacts from landslides would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. According to the Geotech Report (Attachment F), the undocumented artificial fill and colluvium are considered “erosive.” However, construction of the proposed Project would include remedial earthwork (e.g., removal, recompaction, placing, etc.) and foundations, which would minimize and/or reduce any potential impacts from erosion. In addition, before construction begins the contractor is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement standard erosion control measures and stormwater construction BMPs (through the grading permit process), which would further minimize impacts from soil erosion during construction. Impacts from soil erosion or loss of topsoil would be less than significant.

C. LESS THAN SIGNIFICANT IMPACT. As described above, due to the depth to groundwater and the lack of adverse geologic structures, the Geotech Report determined that the potential for the site to be adversely affected by liquefaction and landslides is considered low (Attachment F). Further, subsidence and/or collapse is considered negligible as a result of site location, soil characteristics, and typical site development procedures. Impacts due to unstable geology or soil would be less than significant.

D. LESS THAN SIGNIFICANT IMPACT. Expansive soils are characterized by their ability to undergo significant volume changes (shrinking or swelling) due to variations in moisture content. These volume changes can be damaging to structures. Nationally, the value of property damage caused by expansive soils is exceeded only by that caused by termites.

As discussed in the Geotech Report (Attachment F), the fill and colluvial soils on site have been characterized by testing to determine Expansion Index (EI) (after ASTM D4829). EI has been adopted by the CBC (Section 1803.5.3) for characterization of expansive soils. The Geotech Report tabulates the qualitative descriptors of expansion potential based upon EI.

According to the Geotech Report (Attachment F), testing to determine EI after ASTM D4829 showed $EI < 20$, indicating a soil of very low expansion potential. Inspections of the samples recovered from the twenty-five test pits show the fill and colluvium are of low expansion potential.

As discussed in the Geotech Report (Attachment F), due to their relatively low density, lack of uniformity, and porous nature, all undocumented fill, Quaternary-age colluvium, and any highly weathered granitic rock are considered potentially compressible and unsuitable for the support of settlement-sensitive improvements. Therefore, the Geotech Report (Attachment F) contains preliminary geotechnical recommendations for remedial grading of these soils (e.g., removal, recompaction), which would be updated to reflect revisions to the grading plans and CBC requirements prior to obtaining a grading permit.

In addition, as noted above, under the City's Grading Ordinance the recommendations in an updated geotechnical report must be followed during site preparation and grading activities. Further, the proposed residential structures are required to be constructed in compliance with the seismic safety standards set forth in the CBC. Therefore, potential impacts from soil erosion, seismic instability, or soil structure would be less than significant.

E. NO IMPACT. The Project would tie into existing sewers, avoiding the need to use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

F. LESS THAN SIGNIFICANT IMPACT. The Project site is underlain with colluvium, and Cretaceous-aged tonalite (Kt), a granitic-type bedrock (Attachment F). Tonalite is an igneous rock without potential to contain paleontological resources, and young alluvium has a low potential to contain paleontological resources; therefore, paleontological resources are not likely to be present under the Project site. Impacts to paleontological resources would be less than significant.

CONSISTENCY WITH DVSP PEIR

A.i. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in the exposure of people or property to geologic hazards, including fault rupture, ground shaking, liquefaction, or landslides, because all future projects developed under the DVSP would be required to comply with the CBC, which includes specific structural and seismic safety provisions.

No active faults are known to underlie or run toward the Project site. Furthermore, consistent with the DVSP PEIR, the proposed Project would comply with the all structural and seismic safety regulations in the CBC. Therefore, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A.ii. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in the exposure of people or property to geologic hazards, including fault rupture, ground shaking, liquefaction, or landslides, because all future projects developed under the DVSP would be required to comply with the CBC, which includes specific structural and seismic safety provisions. Therefore, impacts would be less than significant. In addition, all future projects constructed under the DVSP would include the removal, moisture conditioning, and compaction of on-site soils, as necessary, in conformance with the CBC and the recommendations of a civil engineering report required under the City's Grading and Erosion Control Ordinance for the issuance of a grading permit to minimize unstable soil conditions associated with alluvium and fill, such as lateral spreading, subsidence, or collapse. In compliance with the CBC and the Grading and Erosion Control Ordinance, future projects developed under the DVSP would result in less than significant impacts associated with unstable soils.

Consistent with the DVSP PEIR, the proposed Project would comply with safety standards set forth by the CBC, the geotechnical recommendations from the Geotech Report prepared for the Project in compliance with the City's Grading and Erosion Control Ordinance, and the City's Building

Departments review process. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A.iii. LESS THAN SIGNIFICANT IMPACT. As discussed in the DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in the exposure of people or property to geologic hazards, including fault rupture, ground shaking, liquefaction, or landslides, because all future projects developed under the DVSP would be required to comply with the CBC, which includes specific structural and seismic safety provisions. Therefore, impacts would be less than significant.

The Project site is underlain by tonalite bedrock which has no potential for liquefaction. In addition, consistent with the DVSP PEIR, the Project would comply with structural provisions in the CBC. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A.iv. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in the exposure of people or property to geologic hazards, including fault rupture, ground shaking, liquefaction, or landslides, because all future projects developed under the DVSP would be required to comply with the CBC, which includes specific structural and seismic safety provisions. Therefore, impacts would be less than significant.

The Project site is considered to be low risk for landslides. Geologic surveying and review of published information and aerial photography of the site indicate no evidence of active or dormant landsliding. In addition, consistent with the DVSP PEIR, the Project would comply with the CBC. Therefore, impacts from landslides are considered less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in significant impacts associated with wind or water erosion or create a substantial risk to life or property as a result of expansive soils because all future projects would comply with the CBC and the City's Grading and Erosion Control Ordinance, which include measures to reduce wind and water erosion and stabilize expansive soils. Therefore, impacts were less than significant.

Consistent with the DVSP PEIR, the Project would comply with the CBC and the City's Grading and Erosion Control Ordinance. In addition, the proposed Project would also prepare a SWPPP and implement BMPs during construction. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, all future projects constructed under the DVSP would include the removal, moisture conditioning, and compaction of on-site soils, as necessary, in conformance with the CBC and the recommendations of a civil engineering report required under the City's Grading and Erosion Control Ordinance for the issuance of a grading permit to minimize unstable soil conditions associated with alluvium and fill, such as lateral spreading, subsidence, or collapse. In compliance with the CBC and the Grading and Erosion Control Ordinance, future projects developed under the DVSP would result in less than significant impacts associated with unstable soils.

Consistent with the DVSP PEIR, the proposed Project would comply with the CBC and the City's Grading and Erosion Control Ordinance. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not result in significant impacts associated with wind or water erosion or create a substantial risk to life or property as a result of expansive soils because all future projects would comply with the CBC and the City's Grading and Erosion Control Ordinance which include measures to reduce wind and water erosion and stabilize expansive soils. Therefore, impacts would be less than significant.

Consistent with the DVSP PEIR, the proposed Project would comply with the CBC and the City's Grading and Erosion Control Ordinance. Additionally, testing determined the soil at the Project site has very low expansion potential and any undocumented fill would be remediated in accordance with the recommendations set forth in the Geotech Report (Attachment F). As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

E. NO IMPACT. As discussed in DVSP PEIR Section 4.6, Geology and Soils, implementation of the DVSP would not require the use of septic tanks or alternative wastewater systems. The DVSP PEIR concluded that no impacts would occur.

Consistent with the DVSP PEIR, the Project would tie into existing sewers, avoiding the need to use septic tanks or alternative wastewater disposal systems. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

F. LESS THAN SIGNIFICANT IMPACT. As discussed in Section 4.5, Cultural Resources, of the DVSP PEIR, the downtown area of the City is underlain with tonalite, which is an igneous rock having no potential to contain paleontological resources, and young alluvium, which has a low potential to contain paleontological resources; therefore, paleontological resources are not likely to be present in the SPA. Impacts were considered to be less than significant. Similar to the SPA, the Project site is underlain with colluvium, and Cretaceous-aged tonalite (Kt), a granitic-type bedrock. Tonalite has no potential to contain paleontological resources, and colluvium has low potential. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the proposed Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

VIII. Greenhouse Gas Emissions <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
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 following analysis is based on the Greenhouse Gas Emissions Technical Memorandum prepared by Harris & Associates (2023) (Attachment G).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A AND B. LESS THAN SIGNIFICANT IMPACT. A greenhouse gas (GHG) is any gas that absorbs infrared radiation and traps heat in the atmosphere. GHGs are produced from natural processes and human activities. The accumulation of GHGs in the atmosphere influences the long-term atmospheric temperatures and contributes to global climate change. In California, per Assembly Bill (AB) 32, GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, plus chlorofluorocarbons and other chlorine- or bromine-containing gases. CO₂ accounts for the largest amount of GHG emissions, and collectively CO₂, CH₄, and N₂O amount to 80 percent of the total radiative forcing from well-mixed GHGs (CARB 2014). For each GHG, a global warming potential has been calculated to reflect how long emissions remain in the atmosphere and how strongly each GHG absorbs energy on a per-kilogram basis relative to CO₂. For example, one pound of CH₄ has 25 times more heat-capturing potential than one pound of CO₂. To simplify reporting and analysis, GHG emissions are typically reported in metric tons of carbon dioxide equivalent (MTCO₂e). Global warming potential is a metric that indicates the relative climate forcing of a kilogram of emissions when averaged over the period of interest.

The determination of significance is governed by CEQA Guidelines, Section 15064.4, which states that “the determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to

describe, calculate or estimate the amount of greenhouse gas emissions resulting from a Project. A lead agency shall have discretion to determine, in the context of a particular project, whether to [use a quantitative model or qualitative model].” In turn, CEQA Guidelines, Section 15064.4(b), clarifies that a lead agency should consider “whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.” Therefore, consistent with CEQA Guidelines, Section 15064.4, the GHG analysis for the Project appropriately relies on a threshold based on the exercise of careful judgment and believed to be appropriate in the context of this particular Project.

The City adopted an updated Climate Action Plan (CAP) in October 2021. The CAP includes targets to reduce Citywide GHG emissions by four percent below 2012 levels by 2020 and by 42 percent below 2012 levels by 2030. The City would meet its 2020 emissions reduction target without additional City-level action based on existing activities and trends. However, to meet the City’s 2030 reduction target, additional actions beyond those implemented at the federal and state level are required. The CAP identifies strategies and measures to reduce GHG emissions Citywide from a variety of emissions categories to meet the City’s 2030 target. CAP consistency is anticipated to be determined through a CAP Consistency Review Checklist (Checklist). The Checklist would contain GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emissions targets identified in the CAP are achieved. Once the process for determining project consistency is adopted, the CAP would be a qualified plan that may be used for the specific purpose of streamlining the CEQA analysis of GHG emissions for subsequent projects.

Since the process for determining consistency with the CAP is not yet available, the City has adopted interim guidance for evaluating individual development projects based on the statewide emissions reduction targets and the previous CAP (City of Vista 2016). In accordance with the City’s guidance, if total project annual GHG emissions are less than 1,185 MTCO₂e, then a project would not generate GHG emissions that would have a significant impact on the environment.

Neither the SDAPCD nor the City has adopted thresholds for determining the significance of a Project’s temporary construction GHG emissions. To be conservative in accounting for the Project’s GHG emissions, the construction period emissions were amortized (i.e., averaged) over the anticipated 30-year lifespan of the Project buildings and added to the operational emissions.

CONSTRUCTION

Construction activities associated with the Project would result in short-term GHG emissions from heavy equipment and construction worker vehicles. Project construction emissions were estimated using CalEEMod, version 2020.4.0, based on construction information provided by the applicant, including construction schedule (approximately 21 months total), material movement (net export of 20,000 cy), construction worker trips (B&G Consultants 2023), and total disturbance area (five acres). CalEEMod default inputs were assumed for construction equipment and vendor and haul vehicle trips. Model assumptions are provided in Attachment G.

Total GHG emissions associated with construction of the Project would be approximately 893 MTCO₂e. Amortized construction emissions for the Project would be 30 MTCO₂e per year.

OPERATION

Following construction, operation of the Project would result in a net increase in GHG emissions associated with vehicle trips, buildings (natural gas, purchased electricity), water consumption (energy embodied in potable water), solid waste management (including transport and landfill gas generation), and area sources (landscape equipment), when compared to the existing on-site uses. Operational impacts were also estimated using CalEEMod. CalEEMod default inputs were assumed for the Project, with the exception of vehicle trips and landscaping water use. Vehicle trip generation data was obtained from the Project's LTS (Attachment C). Vehicle trip length was adjusted to the regional trip estimate for residential use reported in the (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002). The trip rate and length did not account for the Project's increased density compared to existing conditions, proximity to transit service, and implementation of new pedestrian facilities; therefore, the appropriate California Air Pollution Control Officers Association measures were selected. Model assumptions and outputs are provided in Attachment G. Calculated GHG emissions from Project operation are presented in Table 8, Estimated Annual Operational Emissions.

TABLE 8. ESTIMATED ANNUAL OPERATIONAL EMISSIONS

Emissions Source	CO ₂ e Emissions (metric tons)
Vehicle Emissions	491
Electricity	269
Natural Gas	71
Solid Waste	42
Water Use	58
Area Sources	2
<i>Amortized Construction Emissions</i>	30
Total Annual Emissions	963

Source: Attachment G.

Notes: CO₂e = carbon dioxide equivalent

As shown in Table 8, GHG emissions from the Project's ongoing operation and amortized construction would be approximately 963 MTCO₂e, which is below the City's interim significance threshold of 1,185 MTCO₂e. Therefore, the Project would be consistent with the City's CAP.

Implementation of the Project would not result in a significant impact related to GHG emissions or conflict with an applicable plan for reducing GHG emissions. Impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A AND B. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.4, Climate Change, the potential GHG impacts from implementation of the DVSP were determined based on consistency with GHG reduction measures recommended by state agencies and a regional goal of reducing GHG emissions by 35 percent compared to business as usual. The DVSP would incorporate feasible and applicable GHG reduction measures recommended by the California Climate Action Team, California Air Pollution Control Officers Association, and the California Attorney General. Incorporation of Project features listed in DVSP PEIR Table 4.4-7 were estimated to reduce the

DVSP's overall GHG emissions by 35 percent. In addition, the DVSP would primarily result in redevelopment of existing developed areas, which would result in lower overall GHG emissions compared to similar types of development in an undeveloped area. This type of growth was deemed consistent with the statewide strategy for achieving the goals set forth in AB 32, Global Warming Solutions Act of 2006. Therefore, impacts were concluded to be less than significant.

The reduction measures and target in the DVSP PEIR have been replaced by the City's local climate planning efforts. Therefore, the interim guidance for evaluating individual development projects in the City, which is based on the statewide emissions reduction targets and the previous CAP, was used to evaluate the Project's GHG emissions. GHG emissions from the proposed Project's ongoing operation and amortized construction would be approximately 963 MTCO_{2e}, which is below the City's significance threshold of 1,185 MTCO_{2e} and is, therefore, consistent with the City's CAP. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the proposed Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

IX. Hazards and Hazardous Materials <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☒

IX. Hazards and Hazardous Materials <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐	☒

The following analysis is based on the Phase I Environmental Site Assessment (ESA) prepared by Advantage Environmental Consultants, LLC (2022) (Attachment H).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. Construction equipment that would be used to build the proposed Project has the potential to release oils, greases, solvents, and other finishing materials through accidental spills. Also, although it is highly unlikely according to the ESA prepared for the Project (Attachment H), unknown contaminated soil and/or groundwater may be uncovered during grading or excavation activities. Spill or upset of these materials could have the potential to impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Vista Fire Department (VFD) enforces City, state, and federal hazardous materials regulations for the City. City regulations

include securing of hazardous materials containers to prevent spills, and spill containment and mitigation. In addition, the San Diego County Department of Environmental Health's Hazardous Materials Division is the local Certified Unified Program Agency responsible for ensuring that releases of hazardous materials are reported and, if necessary, remediated; the State Fire Marshal enforces oil and gas pipeline safety regulations; and the federal government enforces hazardous materials transport pursuant to its interstate commerce regulation authority. Compliance with these requirements is mandatory as standard permitting conditions (and enforced through City inspectors and the contractor's on-site soils and/or geotechnical engineer) and would minimize the potential for the accidental release or upset of hazardous materials, thus ensuring public safety. In addition, residential uses typically do not routinely transport, use, or dispose of hazardous materials or substances. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. According to the ESA (Attachment H), retail-sized containers of cleaners were observed in the kitchen area of the southern Project site building (446 Lado De Loma Drive). These containers were observed to be in good condition with no evidence of leakage or spills. Based on the observed condition, these containers are not considered an environmental concern. These containers have since been removed in accordance with applicable federal, state, and local regulations for appropriate removal of potentially hazardous substances. The findings of the ESA revealed no evidence of recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions indicative of releases or threatened releases of hazardous substances on or adjacent to the subject site. Therefore, existing circumstances on the Project site are not anticipated to exacerbate the potential for accidental exposure to hazardous materials. However, the Project includes the construction of a residential development that would use hazardous materials and generate some hazardous waste. Therefore, the Project would be required to implement DVSP Mitigation Measure Haz-2, which is discussed further below, to provide prospective buyers and tenants with information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous. With mitigation, impacts would be reduced to less than significant.

C. LESS THAN SIGNIFICANT IMPACT. As noted above in the ESA, residential uses typically do not generate, store, dispose of, or transport large quantities of hazardous substances. The Project site is about 0.5 mile to the southwest of the Vista Magnet Middle School of Technology, which is at 151 Civic Center Drive. No schools are within 0.25 mile of the Project site. Although not anticipated, any hazardous materials found on site during Project grading and construction would be removed and properly disposed of in accordance with state and federal regulations. As a result, no significant impacts to the Vista Magnet Middle School would occur. Once constructed, the Project does not propose uses that would emit hazardous emissions or handle hazardous or acutely hazardous substances; therefore, impacts would be less than significant. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Consequently, Project development would not create any significant impacts to the school. Impacts would be less than significant.

D. LESS THAN SIGNIFICANT IMPACT. The ESA reviewed federal, state, and local environmental databases provided by Environmental Risk Information Services, for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances. As indicated in the ESA (Attachment H), the Project site is not on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. Therefore, development of the Project would not create a significant impact on a hazardous materials site. Impacts would be less than significant.

E. LESS THAN SIGNIFICANT IMPACT. The nearest airport is the McClellan–Palomar Airport approximately 7.5 miles southwest of the Project site. Portions of the City are within Review Area 2 of the Airport Influence Area of two airports: the McClellan–Palomar Airport, approximately one mile southwest of the southwestern corner of Vista, and the Oceanside Municipal Airport, approximately 6.5 miles west of Vista, but no portions of Vista fall within the safety zones of either airport (City of Vista 2012). The Project is beyond the Airport Overflight Notification Area and beyond the Federal Aviation Administration Height Notification Boundary (McClellan–Palomar Airport Land Use Compatibility Plan 2010) (SDALUC 2010). The Project is not on high terrain, and it is sufficiently distanced so that it would not affect the safe operation of the airport or be affected by noise from airport operations. Moreover, there are no private airstrips within the vicinity of the Project site. Therefore, the development of the Project would not result in a safety hazard for people residing or working on the Project site. The impact would be less than significant.

F. LESS THAN SIGNIFICANT IMPACT. The City is a participant in the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County, which identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed Project would provide residential uses that would be permitted and approved in compliance with existing safety regulations, such as the CBC and Uniform Fire Code to ensure that it would not conflict with implementation of the Multi-Jurisdictional Hazard Mitigation Plan.

The Project does not include any characteristics (long-term blocking of road access) that would result in a physical interference with an emergency response evacuation. The proposed Project would be accessed from a main full-access side-street stop-controlled entrance driveway on the southern side of Guajome Street, approximately 70 ft west of the existing SPRINTER light-rail line. The Project entrance would consist of a primary drive aisle with access points (i.e., garage entries) into each of the covered parking areas in Buildings 1–3. The two-way private loop road would provide vehicle access to each of the residential buildings: three three-story buildings and one four-story building. The drive aisle would feature a centrally located fire truck turnaround with roll curbs. The Project site would also include pedestrian walkways that would provide walking access to the covered parking spaces, as well as the recreation areas on the Project site. All vehicular and pedestrian access to the Project site would be from Guajome Street; there would be no vehicular or pedestrian access from Lado De Loma Drive.

Because the primary ingress/egress for the Project site is adjacent to an active railroad track, and based on current trip patterns along Guajome Street, a Traffic Control Plan for the construction phase shall be included as a Project condition and include flaggers to ensure that neither workers nor construction trucks would queue onto the railroad tracks during construction. During the

building construction phase specifically, a minimum of two permanent flaggers would be stationed along Guajome Street during the AM peak period to ensure that the surge in worker traffic does not cause a detrimental effect on Guajome Street. In addition, the temporary driveway for construction traffic shall be as far west along Guajome Street as possible. Personnel and materials parking and loading zones would be planned at the opposite end of the site. The applicant and general contractor shall coordinate with City staff to address any construction traffic issues that occur. Therefore, impacts would be less than significant.

G. LESS THAN SIGNIFICANT IMPACT. According to the California Office of the State Fire Marshal, the Project site is designated a Local Responsibility Area and is not within or near a Fire Hazard Severity Zone (CAL FIRE 2023). According to the Vista GP 2030 Update's Public Safety, Facilities & Services Element, the Project is not within a Very High, High, or Moderate Fire Hazard Severity Zone (City of Vista 2012). The Project driveways have been designed to accommodate firetrucks and emergency vehicles, and the Project shall install sprinkler systems throughout the development in compliance with the Uniform Fire Code. The VFD would be the primary provider responsible for fire suppression, disaster preparedness coordination, hazard mitigation, and fire prevention for the Project site. Implementation of the Vista GP 2030 Update's Public Safety and Facilities Element Goal Policy 5.7, requiring the City's Vegetation Management Program to reduce wildfire hazards within Vista by thinning, pruning, or removal of native vegetation in urban and semi-urban areas, would ensure the reduced risk of injury or death during wildland fires (City of Vista 2012). Therefore, the impact would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.7, Hazards and Hazardous Materials, implementation of the DVSP would have the potential to result in significant impacts to people or the environment as a result of previous land uses that used or generated hazardous materials or waste or by improper disposal of household hazardous wastes. Implementation of DVSP Mitigation Measure Haz-1 and Haz-2 would reduce potentially significant impacts associated with soil and/or groundwater contamination and household hazardous materials to less than significant by requiring further testing for hazardous materials on sites listed pursuant to Government Code, Section 65962.5, and providing literature on the proper disposal of household hazardous materials to Project applicants.

The ESA prepared by Advantage Environmental Consultants, LLC (Attachment H) found that the Project site was not listed on a hazardous materials site and does not contain any recognized environmental conditions. Therefore, the Project has satisfied DVSP Mitigation Measure Haz-1 by preparing an ESA and does not require further testing. Furthermore, the proposed Project would also comply with VFD and other City regulations. However, the Project would be required to implement DVSP Mitigation Measure Haz-2 to reduce potential impacts related to the improper disposal of household hazardous wastes because this measure would require the Project's leasing office to provide prospective tenants information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous. Therefore, impacts would be reduced to less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.7, Hazards and Hazardous Materials, implementation of the DVSP would have the potential to result in significant impacts to people or the environment as a result of previous land uses that used or generated hazardous materials or waste or by improper disposal of household hazardous wastes. However, implementation of DVSP Mitigation Measures Haz-1 and Haz-2 would reduce potentially significant impacts associated with soil and/or groundwater contamination and household hazardous materials to below a level of significance by requiring further testing for hazardous materials on sites listed pursuant to Government Code, Section 65962.5, and providing literature on the proper disposal of household hazardous materials to Project applicants.

The ESA prepared for the Project (Attachment H) found that the Project site was not listed on a hazardous materials site and does not contain any recognized environmental conditions. Therefore, the Project has satisfied DVSP Mitigation Measure Haz-1 and does not require further testing. However, the Project would be required to implement DVSP Mitigation Measure Haz-2 to reduce potential impacts related to the improper disposal of household hazardous wastes because this measure would require the Project's leasing office to provide prospective tenants with information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous. Therefore, impacts would be less than significant with DVSP Mitigation Measure Haz-2 incorporated. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.7, Hazards and Hazardous Materials, implementation of projects under the DVSP would allow future uses that would potentially emit or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; however, the DVSP PEIR concluded that compliance with applicable regulations would reduce impacts to below a level of significance.

The proposed Project is not within one-quarter mile of an existing or proposed school, and furthermore does not propose to transport, handle, or store large quantities of hazardous materials. Consistent with the DVSP PEIR, any unanticipated hazardous materials found on site during Project grading and construction would be removed and properly disposed of per applicable state and federal regulations. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.7, Hazards and Hazardous Materials, implementation of the DVSP would have the potential to result in significant impacts to people or the environment as a result of previous land uses that used or generated hazardous materials or waste or by improper disposal of household hazardous wastes. However, the DVSP PEIR concluded that implementation of DVSP Mitigation Measures Haz-1 and Haz-2 would reduce potentially significant impacts associated with soil and/or groundwater contamination and household hazardous materials to below a level of significance by requiring further testing for hazardous materials on sites listed pursuant to Government Code, Section 65962.5, and providing literature on the proper disposal of household hazardous materials to Project applicants.

As indicated in the ESA (Attachment H), the Project site is not on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. Therefore, impacts would be less than significant with implementation of Mitigation Measure Haz-1, which has been satisfied through completion of the ESA and does not require further testing. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

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, result in a safety hazard or excessive noise for people residing or working in the Project area?

E. NO IMPACT. Excessive noise exposure due to proximity to an airport was not included as a hazards impact in the environmental analysis for the DVSP. Therefore, consistency with the DVSP PEIR is not applicable.

F. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.7, Hazards and Hazardous Materials, construction activities associated with future projects developed under the DVSP could result in potentially significant impacts associated with construction-related lane or road closures. However, the DVSP PEIR concluded that DVSP Mitigation Measure Haz-3 would be implemented by requiring notification to surrounding land uses and signage during construction-related lane or road closures; therefore, impacts would be reduced to less than significant with mitigation incorporated.

The proposed Project would not result in physical interference with an emergency response evacuation, and any impacts to emergency routes during construction shall be addressed through incorporation of a Construction Traffic Control Plan as a Project condition. The Project would implement DVSP Mitigation Measure Haz-3 and include a Traffic Control Plan as a condition of the Project. Impacts would be reduced to less than significant. The proposed Project would not result in new or increased severity of impacts that were not addressed in the DVSP PEIR.

G. NO IMPACT. Direct or indirect exposure to wildland fires was not included as a hazards impact in the environmental analysis for the DVSP PEIR. Therefore, consistency with the DVSP PEIR is not applicable.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential hazards and hazardous materials impacts are mitigated to less than significant:

DVSP MITIGATION MEASURE HAZ-1. Prior to the issuance of any grading permits for any future project under the DVSP Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes including lead-based paint and/or mercury, the project applicant shall complete an ESA, prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase II ESA, shall be implemented prior to issuance of any grading permit. A Workplan shall be approved and overseen by the appropriate regulatory agency for sampling or remediation of hazardous materials. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the City Planner, stating that a REA has

been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE HAZ-1. The proposed Project has implemented DVSP Mitigation Measure Haz-1 from the DVSP by completing an ESA. The ESA prepared by Advantage Environmental Consultants, LLC (Attachment H) found that the Project site was not listed on a hazardous materials site and does not contain any recognized environmental conditions. Therefore, the Project has satisfied DVSP Mitigation Measure Haz-1 and does not require further testing.

DVSP MITIGATION MEASURE HAZ-2. For any future project under the DVSP Update, the applicant shall provide literature in the sales or leasing center with information on the proper disposal of household hazardous materials and what materials may be considered hazardous. The literature should include the address for the City's Household Hazardous Waste Collection Facility located at 1145 East Taylor Street. Additionally, any refuse storage areas shall include signage listing common hazardous materials and information on proper disposal, including the address for the City's Household Hazardous Waste Collection Facility.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE HAZ-2. The project shall implement DVSP Mitigation Measure Haz-2, as written above, for the DVSP.

DVSP MITIGATION MEASURE HAZ-3. Prior to construction of a future project in the SPA that requires a lane or roadway closure, contractor shall:

Ensure the Vista Fire Department (VFD) and San Diego County Sheriff's Department (SDCSD) are notified at least one week prior to lane or roadway closure.

Provide appropriate signage to designate a detour road for vehicular and pedestrian traffic. The detour will provide the most direct route possible around the road closure. Adequate signage shall be provided to provide travelers notice of an upcoming detour and signage with directional arrows along the detour route. Signage along the roadway shall be provided at least one month prior to construction providing the expected dates of the closure. Detour route shall be approved by VFD, and the California Department of Transportation (Caltrans), if necessary.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE HAZ-3. The Project shall implement DVSP Mitigation Measure Haz-3, as written above, for the DVSP.

X. Hydrology and Water Quality <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐	☒
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐	☒

X. Hydrology and Water Quality <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☒	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☒

The following analysis is based on the Hydrology Report: Drainage Study prepared by Pasco Laret Suiter & Associates (2022) (Attachment I) and the Priority Development Project: Stormwater Quality Management Plan prepared by Pasco Laret Suiter & Associates (2022) (Attachment J).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. Construction of the Project would require grading and excavation of soils, which would loosen sediment and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters. To prevent these types of water quality impacts, the Project would be required to have an approved Grading and Erosion Control Plan (per Vista Municipal Code, Chapter 17.56) and a SWPPP. These plans would include construction

BMPs to minimize the potential for construction-related sources of pollution and would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction of the Project would be less than significant.

The Project would develop residential uses on the Project site, which would introduce the potential for pollutants such as chemicals from household cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. The Project's water quality treatment system would treat stormwater from the Project site and discharge through energy dissipators along the northern property line where it would enter the NCTD right-of-way. The stormwater would be collected by an open concrete swale on the western side of the railroad tracks. This concrete swale would convey drainage to the north, where it would enter the City of Vista-maintained public storm drain system at Guajome Street. This would then flow into Buena Vista Creek and ultimately outfall into the Pacific Ocean (Attachment I).

As described above, the Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff before it discharges off-site. With implementation of the operational source and treatment control BMPs that would be required by the City during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the Project would not substantially degrade water quality. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. The Project site is not over or adjacent to an aquifer. The closest aquifer basin is the Warner Valley Basin adjacent to Lake Henshaw, which is approximately 30 miles to the east of the site. The site is underlain by dense granitic bedrock. In addition, no groundwater has been observed in any of the geotechnical borings on the Project site. Thus, due to the high density of the bedrock, soil infiltration rates that are less than 0.5 inch per hour, the lack of groundwater, and the fact that there is no usable aquifer around the area, the Project site does not provide an area of infiltration into a groundwater basin, and development of the Project site would not interfere with groundwater recharge.

The Vista Irrigation District (VID), which provides water supplies to the Project site, utilizes water supplies from the Warner Basin aquifer to supplement its local surface water supply, which is Lake Henshaw. VID's operational procedure is to use its surface water supply when available and conserve its groundwater for dry years when runoff is minimal and surface supplies are reduced. In dry years, groundwater is pumped from wells into Lake Henshaw and then utilized from the lake as needed. In wet years, surface water supply is used and groundwater pumping operations cease, which allows the basin to recharge. The groundwater basin acts as a water bank, allowing deposits in wet years and withdrawals in dry years (VID 2020).

It is estimated that Warner Basin has approximately 150,000 acre-feet of usable water storage (VID 2020). The VID has historically averaged approximately 7,728 acre-feet per year of groundwater usage and anticipates using the same amount annually through 2040. Based on the 175 gallons per day (gpd) per capita average identified in the VID 2020 Urban Water Management Plan (UWMP), the Project would generate an increased demand for water of

approximately 1,283,121 gallons per year, which equates to approximately 3,515 gpd. This is approximately one percent of the entire amount of groundwater used by the City annually; however, only a small portion of the water supply needed for the Project would come from groundwater supplies. As described previously, groundwater is only utilized in dry years and recharged in wet years. In addition, VID confirmed in a water availability letter that VID water supplies would adequately be able to serve the Project (Attachment O). Due to the limited increase in water demand that would be generated by the Project and the limited amount that would be obtained from the groundwater basin, the Project would not 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, and impacts would be less than significant.

c.i–iv. LESS THAN SIGNIFICANT IMPACT. The Project site does not include, and is not adjacent to, a stream or river. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is mostly undeveloped, and it is primarily pervious except for the single-family residences on site. Under existing conditions, stormwater runoff is conveyed through the site via sheet flow over the natural terrain. Runoff from developments west of the site is conveyed onto the Project site via a storm drain and an outlet pipe under Lado De Loma Drive. Runoff continues to sheet flow northeasterly and then enters an existing open concrete ditch that runs along the western side of the existing NCTD railroad tracks.

The post-construction drainage would closely mimic the existing drainage conditions (Attachment I). Stormwater runoff from the Project site would be routed to one outfall location (POC-1) in the northeastern corner of the site at Node 100. This outfall location is the same as existing conditions. Off-site stormwater from the west of the developed area would be routed with a concrete brow ditch around the proposed development to avoid comingling any stormwater runoff. Prior to discharging from the Project site, developed site runoff would be intercepted by one of six biofiltration-detention basins that are used as on-site multiple purpose BMP facilities. The BMPs would serve to meet water quality, hydromodification, and peak flow reduction requirements for the Project site.

The hydrologic design of the Project, through the use of biofiltration basins and landscaped areas, would control the velocity and amount of runoff before discharging into the existing storm drain infrastructure. This would reduce the potential for substantial erosion or siltation to occur on or off site, resulting in less than significant impacts.

As shown in Table 9, Summary of Pre- v. Post-Developed Peak Flows, the Project would decrease peak flows compared to the existing condition. The total net decrease in flow from the predeveloped condition is approximately 1.86 cubic foot per second (cfs). Therefore, the Project would have no net impact on the receiving watershed. Post-development runoff would receive water quality treatment in accordance with the site-specific Stormwater Quality Management Plan (Attachment J). Therefore, the impact would be less than significant.

TABLE 9. SUMMARY OF PRE- VS. POST-DEVELOPED PEAK FLOWS

Outfall Condition	Total Drainage Area (acres)	Parcel 2 100-Year Peak Flow (cfs)
Pre-Developed Condition	5.8	11.58
Post-Developed Undetained	5.8	15.49
Mitigated Condition	5.8	9.72
Difference	0.00	1.86

Source: Attachment I.

Notes: cfs = cubic foot per second

D. LESS THAN SIGNIFICANT IMPACT. The applicable Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) (06073C0778G) identifies the Project site is within “Zone X,” which is an area determined to be outside of the 0.2 percent annual chance flood. In addition, the GP 2030 Update does not identify the Project as being within a 100-year floodplain. Thus, the Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map, and impacts would not occur. In addition, the Project site is not in an area that could be inundated by flooding as a result of failure of a levee or dam due to distance from the nearest body of water. Furthermore, the Project site is situated at a higher elevation than surrounding land uses and is not at risk of flooding.

The Project site is not at risk for seiche or tsunami from area lakes or the Pacific Ocean. The closest body of water is Lake Calavera, which is downstream from the City, and any seiche related to Lake Calavera would not impact the Project site (City of Vista 2012). In addition, the City is approximately seven miles from the Pacific Ocean with elevations ranging from 200 to 750 ft above mean sea level. As a result, the Project site is not at risk for tsunami inundation. Therefore, impacts would be less than significant.

E. LESS THAN SIGNIFICANT IMPACT. The Project site is in the Carlsbad Watershed Management Area in the Buena Vista Hydrologic Area (904.2) in the Vista Hydrologic Subarea (904.22). The Project site drains into the Buena Vista Creek and subsequently discharges into the Pacific Ocean. The Carlsbad Watershed Management Area is managed by the Carlsbad Watershed Management Area Water Quality Improvement Plan (Project Clean Water 2021). As discussed above, construction and operation activities associated with the Project could result in an increase in potential discharge of pollutants to receiving waters, including waters designated as impaired for certain contaminants of concern. However, the proposed biofiltration detention basin BMPs would provide pollutant control for pollutants and environmental stressors of concern to the Buena Vista Creek and Buena Vista Lagoon, including nutrients, indicator bacteria, phosphorous, sediment, toxicity, selenium, and bifenthrin. The Project would comply with the applicable regulations and measures to reduce potential water quality impacts during construction and operations of the Project. Thus, the Project would not impact a water quality control plan, and the impact would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.8, Hydrology and Water Quality, implementation of the DVSP would not result in any significant water quality impacts from construction or post-construction activities because future development under the DVSP would be required to conform with the applicable National Pollutant Discharge Elimination System (NPDES) permits and City ordinances and regulations pertaining to water quality impacts. Thus, the DVSP PEIR concluded that impacts would be less than significant.

Consistent with the DVSP PEIR, the Project would be required to conform to applicable City ordinances and have an approved Grading and Erosion Control Plan and a SWPPP, which would include implementation of BMPs to reduce introduction of pollutants and impacts to water quality. Impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.8, Hydrology and Water Quality, implementation of the DVSP would not result in significant impacts related to groundwater supply and recharge because the SPA is approximately 3.5 miles southwest from the nearest inland water body, Lake Calavera, and approximately seven miles east of Lake Turner, the nearest upstream water body, and the DVSP is not anticipated to use groundwater as a primary source of water for the SPA. Therefore, the DVSP PEIR concluded that impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

c.i–iv. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.8, Hydrology and Water Quality, mandatory compliance with the applicable water quality regulations contained in Chapters 13.18 and 17.56 of the Vista Municipal Code and the NPDES General Construction Permit (when required) would ensure that construction and post-construction activities of future projects under the DVSP would not result in the alteration of the drainage or hydrology of the SPA such that flooding, exceedance of storm drain capacity, or substantial erosion/siltation would occur. Therefore, the DVSP PEIR concluded that impacts would be less than significant.

The Project is not on or adjacent to a stream or river, and therefore would not alter the course of a stream or river. The hydrologic design of the Project would include the use of biofiltration basins and landscaping to control the velocity and amount of runoff and reduce substantial erosion or siltation on or off site. Therefore, consistent with the DVSP PEIR, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.8, Hydrology and Water Quality, implementation of the DVSP would have the potential to place habitable structures within the 100-year floodplain prior to implementation of the Santa Fe detention basin. However, incorporation of DVSP Mitigation Measure Hyd-1 would reduce the potentially significant impact related to flooding hazards by prohibiting the development of future projects located upstream of the confluence of Buena Vista Creek and Tributary 1 under the DVSP until the Santa Fe detention basin is completed. Therefore, the DVSP PEIR concluded that impacts would be less than significant with mitigation

incorporated. Additionally, implementation of the DVSP would not result in significant impacts related to inundation from levees, dam failures, or seiches, or groundwater supply and recharge because the SPA is approximately 3.5 miles southwest from the nearest inland water body, Lake Calavera, and approximately seven miles east of Lake Turner, the nearest upstream water body. Therefore, the DVSP PEIR concluded that impacts would be less than significant.

As discussed above, the Project is not within a 100-year floodplain, and Mitigation Measure Hyd-1 would no longer be required because the Santa Fe detention basin was completed in 2013. The Project site is at higher elevation than surrounding land uses and is not at risk of flooding due to tsunami or seiche, consistent with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

E. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.8, Hydrology and Water Quality, mandatory compliance with the applicable water quality regulations contained in Chapters 13.18 and 17.56 of the Vista Municipal Code and the NPDES General Construction Permit (when required) would ensure that construction and post-construction activities for future projects under the DVSP would not result in the alteration of the drainage or hydrology of the SPA such that flooding, exceedance of storm drain capacity, or substantial erosion/siltation would occur. Thus, the DVSP PEIR concluded that impacts would be less than significant.

The Project would implement BMPs and would comply with the applicable regulations and measures to reduce potential water quality impacts during construction and operations of the Project, consistent with the DVSP PEIR. Therefore, the Project would not conflict with the implementation of Carlsbad Watershed Management Area Water Quality Improvement Plan. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation, and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. The General Plan land use designation for the Project site is MD and MHD. The land use designations for the immediately surrounding areas are MHD to the north; MU to the east; MD to the south; and MD to the west. The Project site is surrounded by residential land uses, which are located to the south, southwest, and northwest, surrounding the NCTD right-of-way (i.e., SPRINTER tracks).

Given the surrounding land uses, the proposed Project would be characterized as “infill” development. The Project would not disrupt or divide the physical arrangement of an established community since the subject property is surrounded by multi- and single-family residential development.

Development of the proposed improvements would not create any new land use barriers, preclude the development of surrounding parcels, or otherwise divide or disrupt the physical arrangement of the surrounding community since the Project is considered infill development. Overall, the Project would result in a residential development that would be consistent with the established community. Therefore, impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. The Project includes 183 dwelling units on a 4.59-acre site: three three-story buildings and one four-story building. Other elements include public and private street improvements, landscaped open spaces and slopes, drainage, associated utility improvements, and one primary vehicular access way at Guajome Street. The proposed General Plan Amendment and Specific Plan Amendment would allow the development of the Project on the site.

GENERAL PLAN

The applicant seeks approval of a General Plan Amendment for the development and construction of 183 dwelling units on the 4.59-acre Project site. Project approval would allow for an increase in

density at the Project site. The Project site is currently designated as MD with a maximum of ten du/ac and MHD with a maximum of 15 du/ac, whereas the proposed designation would change the Project site to MU with a maximum of 40 du/ac, which conforms to the density laid out in the DVSP.

The Project would increase the density at the site, however, the number of dwelling units would still be within the housing projections in the Vista GP 2030 Update. The Project would be conditioned to comply with all applicable noise standards, would be adequately served by existing public services, and would require compliance with the City's building and fire codes. Consequently, no inconsistencies with the City's Noise Element and Public Safety, Facilities, and Services Element are anticipated as a result of Project development.

The project would also comply with the provisions of the regional MHCP, as discussed in Chapter 3.IV, Biological Resources, and would not conflict with the goals policies in the Resource Conservation and Sustainability Element. Therefore, the Project would not conflict with or obstruct implementation of the City's plans, policies, or regulations, and would not result in a significant impact.

ZONING CODE

The Project site is currently zoned MD and MHD. The Project proposes to rezone the property into the DVSP/Paseo Santa Fe District. With approval of the Zone Change, Specific Plan Amendment, and Tentative Subdivision Map and compliance with the DVSP residential development standards and design guidelines, the Project would be consistent with the residential zoning designation, and impacts would be less than significant.

DVSP

The Project would involve a Specific Plan Amendment to extend the boundaries of the DVSP to include approximately five acres of additional territory on which the multi-family development would be constructed. The Project would implement the smart growth vision and goals of the DVSP by providing multi-family residential development within the DVSP area and adjacent to transit. The Project would provide infill multi-family residential development within 0.5 mile of two SPRINTER stops, in alignment with the DVSP's Guiding Principle of providing improved transit access. The Project would also make sidewalk improvements, also in alignment with the DVSP's Guiding Principle to foster stronger connections between adjacent neighborhoods and commercial centers downtown through enhanced pedestrian bicycle networks and access to transit. In addition, the Project has incorporated the DVSP design and development guidelines related to massing and setbacks, architectural design, landscaping, and pedestrian facilities into the Project's architectural plans by conforming with DVSP density, building heights, and setback requirements.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.9, Land Use, implementation of the DVSP would not result in the physical division of an established community or result in a significant impact related to conflicts with existing adjacent land uses. The DVSP would primarily result in redevelopment of existing developed areas and would not preclude development of surrounding parcels. Impacts were concluded to be less than significant.

Consistent with the DVSP PEIR, the Project would be considered infill development on an underutilized parcel surrounded by residential uses in the City. In addition, the Project has been designed to comply with the DVSP, which has established land uses, residential density, development and design standards, and essential infrastructure facilities for the SPA, which will be expanded to include the Project site. Therefore, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.9, Land Use, the DVSP would be consistent with the adopted community plan land use designations for the site and all applicable land use plans, policies, and regulations of any agency with jurisdiction over the SPA, with the exception of General Plan Circulation Element Goal 1, Policy 1.2 and Policy 1.7, and Criterion E of the Community Facilities Element. Even though incorporation of Mitigation Measures Tra-1 through Tra-10 would minimize impacts associated with increases in traffic to the extent feasible, two intersections (Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street) would continue to operate at an unacceptable LOS E or F after mitigation. Therefore, impacts associated with conflicts with an applicable plan, policy, or regulation were considered to be significant and unavoidable.

In contrast, the Project's LTS (Attachment C) concluded that all study area intersections and street segments, including the Santa Fe Avenue/Guajome Street intersection analyzed in the DVSP PEIR, would continue to operate at an acceptable LOS with the addition of Project traffic. Therefore, the Project would not conflict with the goals and policies in the Circulation Element. Nevertheless, the Project would comply with DVSP Mitigation Measures Tra-1 through Tra-9, which have since been incorporated into the City's standard traffic fee program required as part of the application process. Impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation, and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A–B. NO IMPACT. According to the California Department of Conservation mines and minerals resources maps, there are no mines within the City, and the City is not identified as an area with high potential for aggregate or mineral resources. The Vista GP 2030 Update (City of Vista 2012) does not identify any specific mineral resources or locally important mineral resources recovery sites in the City. Therefore, development of the Project would not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified by the California Department of Conservation. No impact would occur.

CONSISTENCY WITH DVSP PEIR

A–B. NO IMPACT. Impacts to mineral resources were scoped out of the DVSP PEIR due to the lack of mineral resources and mineral resource sites within the SPA. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

The following analysis is based on the Noise Technical Memorandum prepared by Harris & Associates (2023) (Attachment K).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The Project site is on Lado De Loma Drive, on the eastern side of the street. Guajome Street is to the north, and the NCTD SPRINTER railroad tracks are immediately adjacent to and east of the site. Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or significant interference from noise, including sensitive wildlife habitat and residential dwellings, hotels, motels, hospitals, nursing homes,

educational facilities, and libraries or similar facilities where quiet is an important attribute of the environment. NSLUs in the Project vicinity consist primarily of single-family residences to the west and south, and a church northwest of the Project site across Guajome Street. The applicable noise thresholds and standards, as well as the potential impacts, are discussed below.

VISTA GENERAL PLAN 2030 NOISE ELEMENT

The Noise Element of the Vista GP 2030 Update includes a noise/land use compatibility matrix for assessing the suitability of different categories of planned land uses based on exterior ambient noise level exposure (Table NE-3 in Vista General Plan 2030) (City of Vista 2012). For uses surrounding the Project site, the Noise Element specifies exterior noise levels up to 60 A-weighted decibel (dBA) community noise equivalent level (CNEL) as normally acceptable. Noise levels up to 65 dBA CNEL are normally acceptable for multi-family residential land uses. Noise levels up to 70 dBA CNEL are conditionally acceptable, and noise levels exceeding 70 dBA CNEL are generally unacceptable for single- and multi-family residential land uses. In addition, the City defines specific maximum noise levels that shall not be exceeded for both interior and exterior land use areas. A project shall not generate noise levels that exceed these standards. The City limits interior noise levels to 45 dBA CNEL for residential development, with a maximum exterior noise level of 65 dBA CNEL.

VISTA NOISE ORDINANCE

Sections 8.32.010 through 8.32.060 of the Vista Municipal Code pertain to City noise requirements and enforcement of violations. The City of Vista has adopted the County of San Diego Noise Ordinance to control excessive noise levels, including noise from construction activities.

Table 10, Applicable Exterior Property Line Noise Limits, lists the applicable exterior property line noise limits. This table is specific to the City and replaces the table in Section 36.404 of the County of San Diego Noise Ordinance. It is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level at any point on or beyond the boundaries of the property exceeds these limits. The sound level limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones.

TABLE 10. APPLICABLE EXTERIOR PROPERTY LINE NOISE LIMITS

Zone	Time	Applicable Limit One-Hour Average Sound Level (dB)
A-1, E-1, O, OSR, R-1B, MHP	7 a.m.–10 p.m.	50
	10 p.m.–7 a.m.	45
R-M	7 a.m.–10 p.m.	55
	10 p.m.–7 a.m.	50
C-1, C-2, O-3, C-T, OP, M-U, and Downtown Specific Plan	7 a.m.–10 p.m.	60
	10 p.m.–7 a.m.	55
Park Specific Plan and Specific Plan 14	Any time	70

Source: City of Vista 2014.

Notes: dB = decibel

Zones: A-1 = Agricultural; C-1, C-2, and C-3 = Commercial; C-T = Commercial Transient; E-1 = Estate; MHP = Mobile Home Park; M-U = Mixed Use; O = Open Space; O-3 = Office Park; OP =

*Office Professional; OSR = Open Space Residential; R-1B = Single Family Residential;
R-M = Multi-Family Residential*

Per the Vista Noise Ordinance, impacts would be significant if the Project would generate noise levels at a common property line with the adjacent single-family residences that would exceed the following one-hour average exterior noise levels: 50 dBA from 7 a.m. to 10 p.m. and 45 dBA from 10 p.m. to 7 a.m.

The City has adopted the County of San Diego Noise Ordinance stipulations controlling construction noise. San Diego County Code of Regulatory Ordinances, Sections 36.408 and 36.409, Construction Equipment, state that, except for emergency work, it shall be unlawful for any person to operate, or cause to be operated, construction equipment (County of San Diego 2022):

- A. Between 7 p.m. and 7 a.m.
- B. On Sunday or a holiday. For the purposes of this section, a holiday means January 1, the last Monday in May, July 4, the first Monday in September, December 25, and any day appointed by the president as a special national holiday or the governor of the state as a special state holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10 a.m. and 5 p.m. at the person's residence or for the purpose of construction of a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limits in Sections 36.409 and 36.410.
- C. Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause construction equipment to be operated, that exceeds an average sound level of 75 dBA for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

Construction activity would be considered significant for nearby residences if it exceeds an eight-hour average exterior noise level of 75 dBA or a maximum impulsive noise level of 82 dBA on an occupied residential use or would take place during the prohibited hours of 7 p.m. and 7 a.m. of the next day, on Sundays, or on a holiday.

PERMANENT INCREASES IN VEHICLE NOISE

The potential for implementation of the Project to permanently increase ambient noise levels as a result of increased traffic was assessed using standard noise modeling equations adapted from the Federal Highway Administration Noise Prediction Model (Attachment K). Existing and future increases in traffic with and without the Project are provided in Table 11, Existing Plus Project Traffic Noise Levels. Horizon year traffic noise levels with and without the Project are provided in Table 12, Horizon Year (2030) Traffic Noise Levels.

TABLE 11. EXISTING PLUS PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Existing (dBA CNEL)	Existing + Project (dBA CNEL)	Increase in Noise Level From Existing	Significant Impact?
Lado De Loma Drive	Vista Village Drive to Guajome Street	59	59	0	No
Guajome Street	Lado De Loma Drive to Project Driveway 1	58	58	0	No
Guajome Street	Project Driveway 1 to South Santa Fe Avenue	58	58	0	No

Source: Attachment C (traffic data). Refer to Attachment K for noise level calculations.

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

TABLE 12. HORIZON YEAR (2030) TRAFFIC NOISE LEVELS

Roadway	Segment	Horizon Year (dBA CNEL)	Horizon Year + Project (dBA CNEL)	Increase in Noise Level with Project	Significant Impact?
Lado De Loma Drive	Vista Village Drive to Guajome Street	60	60	0	No
Guajome Street	Lado De Loma Drive to Project Driveway 1	58	59	+1	No
Guajome Street	Project Driveway 1 to South Santa Fe Avenue	58	59	+1	No

Source: Attachment C (traffic data). Refer to Attachment K for noise level calculations.

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

As shown in Table 11 and Table 12, implementation of the Project would not result in an increase in traffic noise levels of more than one dBA on any segment. Additionally, existing noise levels and horizon year noise levels with the addition of Project traffic would not exceed the normally acceptable noise compatibility standard of 60 dBA CNEL for residential land uses. Therefore, impacts to ambient noise from increased traffic due to the Project would be less than significant.

OTHER OPERATIONAL NOISE SOURCES

The Project may also increase nuisance noise due to the residential nature of the development. This nuisance noise includes intermittent or temporary neighborhood noise from sources such as amplified music, barking dogs, and landscape maintenance equipment that may be disturbing to other residents. Compliance with the Vista Municipal Code would limit exposure to excessive nuisance noise. Additionally, nuisance noises would be different from each other in kind, duration, and location. Therefore, the overall effects would be separate and, in most cases, would not affect the receptors at the same time. Therefore, nuisance noise would not result in a significant impact.

Rooftop heating, ventilation, and air conditioning (HVAC) equipment would be installed at the new residential buildings. Multiple units would be required on each rooftop. The anticipated units have the potential to exceed the City's hourly noise limit for sensitive receptors of 50 dBA during daytime hours (45 dBA at night). However, the units would be located in the center of each building to maximize distance from surrounding receptors at adjacent residences and the proposed residential buildings would be separated from adjacent residences by proposed landscaping and a driveway. No receptors would therefore be within 25 ft of the HVAC systems. As a regulatory requirement, equipment would be shielded to achieve interior noise standards for the proposed residences and for compliance with the City's Noise Ordinance for surrounding land uses. Therefore, this impact would be less than significant.

Noise sources from the Project's proposed parking lot would include car alarms, door slams, radios, and tire squeals. Parking lots have the potential to generate noise levels that exceed the exterior sound level limits established in the Vista Municipal Code, depending on the location of the source; however, noise sources from the parking lot would be different from each other in kind, duration, and location. Additionally, most Project parking would be in garages that would provide additional noise attenuation. Surface parking would be along the eastern boundary of the Project, adjacent to the SPRINTER tracks, and would be separated from adjacent residences by the proposed buildings. Therefore, the overall effects would be separate and would not affect noise-sensitive receptors at the same time, and noise generated from the proposed parking lot would be less than significant.

SPRINTER NOISE

Due to the proximity of the SPRINTER light-rail line to the Project site, the following analysis of potential noise exposure to the proposed residences has been included for consistency with the Vista GP 2030 Update (City of Vista 2012) noise compatibility standards for new development—specifically, to demonstrate consistency with Noise Element Policy 1.1, which discourages new NSLUs from locating and existing NSLUs from expanding in areas where noise levels are 65 dB CNEL or above. During operations, the Project would be exposed to existing noise from the NCTD SPRINTER light-rail line adjacent to the eastern boundary of the Project site. The nearest receptors on the Project site would be approximately 100 ft from the center of the SPRINTER light-rail line. At this distance, noise levels from the light-rail line would have the potential to be up to approximately 68 dBA, which would exceed the maximum allowable exterior noise level of 65 dBA CNEL for residences. Before obtaining a building permit, the applicant would be required to demonstrate that the Project would comply with an interior 45 dBA CNEL standard. Units with the potential to be exposed to exterior noise levels in excess of 65 dBA CNEL would be designed to include window and wall construction that would reduce interior noise levels to an acceptable level. Available standard construction can provide the required 23 dBA noise reduction. For example, a common stud wall can provide a 35 dBA noise reduction (HUD 2009). Appropriate means of air circulation and provision of fresh air would be present to allow windows to remain closed for extended intervals of time so that acceptable levels of noise could be maintained in the interior. As stated previously, the building design would include an HVAC system. The system would meet the criteria of the International Building Code (Chapter 12, Section 1202, of the 2019

CBC) to ensure that windows would be able to remain permanently closed. This impact would be less than significant.

TEMPORARY CONSTRUCTION NOISE

Construction of the Project would have the potential to result in temporary noise level increases as a result of the operation of heavy equipment. Construction of the Project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. Sound levels from typical construction equipment range from 60 to 90 dBA Leq at 50 ft from the source (FHWA 2008). Noise from construction equipment generally exhibits point source acoustic characteristics. Strictly speaking, a point source sound decays at a rate of six dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

Standard equipment, such as dozers, loaders, graders, backhoes, scrapers, and miscellaneous trucks, would be used for construction of the Project. Some blasting may be required. Noise levels from standard construction equipment on the Project site were determined based on typical equipment noise levels established by the Roadway Construction Noise Model (FHWA 2008) (Attachment K). The three noisiest pieces of construction equipment (grader, excavator, and dozer) that could be required for the Project were assumed to operate simultaneously in the same location and would have the potential to generate noise levels up to 83.7 dBA at 50 ft from the construction site. An average distance of 50 ft from the Project boundary is assumed for worst-case noise levels because individual equipment locations would vary throughout a given day and all equipment would not operate in the same location on a given day. Noise levels would also likely be less during off-site sidewalk improvement construction because the number of pieces of equipment operating simultaneously would be limited by the size of the construction area.

Construction equipment noise would be considered significant if it exceeds an eight-hour average exterior noise level of 75 dBA or a maximum impulsive noise level of 82 dBA at an occupied residential use. Construction activities would take place across the Project site and along Guajome Street within the allowable hours of 7 a.m. and 7 p.m.; thus, noise exposure at individual residences would vary. However, existing residential uses are adjacent to the Project site and along Guajome Street and would have the potential to be exposed to average construction noise in excess of 75 dBA. Therefore, this impact would be potentially significant.

Blasting may also be required during the grading phase of construction if it is determined that excavation cannot be completed with standard construction practices. Blasting specifications are currently unknown; however, blasting practices would comply with all applicable safety regulations and would include the following BMPs as conditions of approval to minimize impacts to neighboring residences:

- Blasting would be limited to one blast per day.
- Overburden, or a similar BMP, would be used to reduce fugitive dust, noise, and the possibility of small fly-rock.

- Shot area would be lightly sprayed with water to minimize dust.
- Shot area would be located as far from residences as possible and would not occur within 100 ft of residences.

As stated above, a maximum of one blast would occur during blast days, and approximately six blast days would be anticipated, if required. On blast days, all other construction work would cease. Standard construction operation would be required during blast set up, and each blast would last only a few seconds. Due to the short duration, blasting would not significantly contribute to average construction noise. Additionally, blasts are generally scheduled for noon, during typical lunch breaks, to have the least nuisance impact (Attachment K). However, operation of standard construction equipment during blasting setup, cleanup, and excavated material loading would be similar to the other phases of construction, and a potentially significant impact would occur.

Implementation of the Project would result in a potentially significant noise impact related to construction equipment and blasting. DVSP Mitigation Measure Noi-1, which is addressed below, would be implemented to require noise reduction measures during construction that would reduce construction equipment noise impacts to a less than significant level.

B. LESS THAN SIGNIFICANT IMPACT. The main concerns associated with groundborne vibration from this type of project are annoyance and damage; however, vibration-sensitive instruments and operations can be disrupted at much lower levels than would typically affect other uses. Railroads may be a source of groundborne vibration; however, the SPRINTER is not identified as a source of mobile vibration impacts in the Final PEIR prepared for the Vista GP 2030 Update (City of Vista 2011), and light-rail systems typically only result in groundborne vibration less than 50 ft from the tracks (FTA 2018). Therefore, no existing sources of groundborne vibration are at the Project site, and as such, the proposed residences would not be exposed to excessive groundborne vibration. Therefore, this analysis focuses on the potential for the Project to generate vibration at surrounding land uses. Groundborne vibration occurring as part of the Project would potentially result from construction equipment. Following construction, the proposed residences would not generate groundborne vibration.

Conventional construction techniques, such as earth movement by trucks, have the potential to generate groundborne vibration and noise. Some blasting may also be required for the Project. Reference vibration levels available from the FTA for typical construction equipment are provided in Table 13, Vibration Levels from Typical Construction Equipment.

TABLE 13. VIBRATION LEVELS FROM TYPICAL CONSTRUCTION EQUIPMENT

Equipment Description	Approximate RMS Vibration Level at 25 Ft (inches/second)	Approximate RMS Vibration Level at 50 Ft (inches/second)
Vibratory Roller	0.210	0.074
Hoe Ram	0.089	0.031
Large Bulldozer	0.089	0.031
Caisson Drilling	0.089	0.031
Loaded Trucks	0.076	0.027
Jackhammer	0.035	0.012
Small Bulldozer	0.003	0.001

Source: Attachment K.

Notes: Ft = feet; RMS = Root Mean Square Amplitude

Excessive groundborne vibration would occur if construction-related groundborne vibration exceeds the “strongly perceptible” vibration annoyance potential criteria for human receptors as specified by the California Department of Transportation. The criteria are 0.1 inch per second peak particle velocity and 0.5 inch per second peak particle velocity for damage to older residential structures for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment) (Caltrans 2013). As shown in Table 13, typical construction equipment would generally not result in excessive groundborne vibration above California Department of Transportation-allowed levels for annoyance or building damage. Operation of vibratory equipment, such as rollers, may result in annoyance to receptors within 50 ft but would not exceed the standard for potential building damage. The nearest structures to the Project site are the residences adjacent to the Project site and Guajome Street. Due to setbacks provided by existing residential yards and proposed landscape areas, construction equipment would generally be more than 50 ft from existing structures. Additionally, off-site exposure to such groundborne vibration would be temporary because it would be limited to short-term operation of vibratory rollers, or similar equipment, in the immediate vicinity of receptors. Therefore, temporary impacts related to groundborne vibration from standard construction would be less than significant.

As described above, blasting may be required during excavation. Up to six blasts, one blast per day for up to six days, are anticipated. Typical construction site blasting may result in vibration levels up to 100 vibration decibels at 50 ft, which is the approximate threshold for minor cosmetic damage to fragile buildings (FTA 2018). The precise location of blasts, if required, is currently unknown. However, blasts would be located as far from residential structures as feasible, with a minimum distance of 100 ft. Therefore, blasting would not take place within the screening distance for potential damage to fragile buildings. Additionally, each blast would last a few seconds and would not be a significant nuisance. Therefore, temporary impacts related to groundborne vibration from blasting would also be less than significant.

c. NO IMPACT. The Project site is not within the boundaries of an Airport Land Use Compatibility Plan and is not within two miles of a public use airport or private airstrip. The nearest airports are the McClellan–Palomar Airport, approximately five miles to the south, and the Oceanside Municipal Airport, approximately 6.3 miles to the west. The Project site is outside the noise contours for

either airport; therefore, the Project would not expose residents to excessive noise levels, and no impacts would occur.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.10, Noise and Vibration, the DVSP has the potential to result in the exceedance of local noise standards, a significant temporary increase in ambient noise levels and to expose new development to noise levels that exceed the exterior noise standards established by the City's Noise Ordinance. However, incorporation of DVSP Mitigation Measure Noi-1 reduced the potentially significant impact associated with construction noise as it requires short-term noise abatement measures during construction activities. Implementation of DVSP Mitigation Measure Noi-2, based upon the DVSP Building Design Guidelines, reduced the potentially significant impact to new development to a less than significant level by requiring that a site-specific acoustical analysis be prepared by an acoustical engineer. Therefore, impacts were concluded to be less than significant with mitigation incorporated to local noise standards, ambient noise levels, and temporary noise increases.

The Project has already implemented DVSP Mitigation Measure Noi-2 and provided an analysis of the Project's impacts to noise (refer to Attachment K). Additionally, the Project would implement all BMPs outlined in DVSP Mitigation Measure Noi-1 to reduce construction noise-related impacts to a less than significant level consistent with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.10, Noise and Vibration, the DVSP has the potential to result significant groundborne vibration impacts associated with machinery used during construction activities as well as from the SPRINTER railroad, which have the potential to affect surrounding vibration-sensitive equipment and residents. Incorporation of DVSP Mitigation Measure Noi-3 was implemented to reduce impacts related to groundborne vibrations to a less than significant level by implementing FTA and Federal Railroad Administration guidelines as well as vibration control measures as determined by a site-specific groundborne vibration analysis.

The Project site does not have an existing source of groundborne vibration, and construction-related groundborne vibration would not exceed the California Department of Transportation-allowed levels for annoyance or building damage, as demonstrated above. Due to setbacks provided by existing residential yards and proposed landscape areas, construction equipment would generally be more than 50 feet from existing structures. Additionally, off-site exposure to such groundborne vibration would be temporary because it would be limited to short-term operation of vibratory rollers, or similar equipment, within the immediate vicinity of receptors. Therefore, temporary impacts from standard construction and blasting would be less than significant for the Project, and DVSP Mitigation Measure Noi-3 would not be required. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

c. No IMPACT. As described in DVSP PEIR Section 4.10, Noise and Vibration, impacts associated with airport noise were concluded to be less than significant as the DVSP would not expose people residing or working in the SPA to excessive noise from a public use or private airport.

The Project site is not located within two miles of any airport or airstrip and would not expose residents to excessive noise levels. No impact would occur. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential noise impacts are mitigated to levels that are less than significant:

DVSP Mitigation Measure Noi-1. Construction contractors for projects within the proposed SPA shall implement the following measures to minimize short-term noise levels caused by construction activities.

Measures to reduce construction/demolition noise shall be included in contractor specifications and shall include, but not be limited to, the following:

- Properly outfit and maintain construction equipment with manufacturer-recommended noise- reduction devices to minimize construction-generated noise.
- Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers.
- Use electrical power to operate air compressors and similar power tools.
- Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with San Diego County Code Sections 36.408 and 36.409. Such techniques shall include, but not be limited to, the construction of temporary sound barriers or sound blankets between construction sites and nearby noise- sensitive receptors.
- Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and large- scale grading operations that would occur within 100 ft of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE NOI-1. The Project shall implement DVSP Mitigation Measure Noi-1, as written above, for the DVSP.

DVSP MITIGATION MEASURE NOI-2. Future residential development, libraries, and other noise-sensitive land uses proposed within the 65 dBA CNEL noise contour of the SPA would require a site-specific acoustical analysis conducted by an acoustical engineer. The acoustical analysis shall demonstrate that the proposed Project satisfies the exterior and interior noise standards established by the Vista Municipal Code. If the development includes a mix of uses, or is adjacent to a noise sensitive land use, then the noise level limit of the more restrictive zoning category shall be used.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE NOI-2. The Project has implemented DVSP Mitigation Measure Noi-2 and provided an analysis of the Project's impacts to noise (refer to Attachment K).

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

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. The Project site is currently designated as a MD and MHD in the Vista GP 2030 Update, which allows up to ten du/ac and 15 du/ac, respectively. The increase in density would require a General Plan Amendment, rezone, and Specific Plan Amendment, in addition to other entitlements. The 183-unit residential Project would not cause substantial growth to the area because the Vista GP 2030 Update expects an estimated population of 112,288 by 2030. According to SANDAG's 2019 population and housing estimates, the average household size in the City is 3.26 people (SANDAG 2020). Applying this rate, an additional 183 units could result in a population increase of approximately 597 people, given the existing residences on the Project site are vacant. The Vista GP 2030 Update and associated PEIR anticipated 14,775 additional people and up to an additional 4,532 residential units. The addition of 597 residents would result in an incremental increase in the City's population and would not result in substantial unplanned population growth in the area. Furthermore, the Project would be constructed on a site and within an area of the City that has existing infrastructure and public services. As a result, development of the Project would not result in potentially growth-inducing effects by extending utilities into an undeveloped area. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. The majority of the Project site is undeveloped and has a single-family residence in the northern region and an additional single-family residence and an RV trailer in the southern region. All units are currently vacant. Therefore, the development of the Project would not displace any people or necessitate the construction of replacement housing. Consequently, substantial direct or indirect population growth, or the displacement of people or housing would not occur with Project development. Impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.11, Population and Housing, the development and infrastructure proposed under the DVSP would have the potential to directly influence population growth in the City by accommodating 1,270 new residential units in the SPA. Because this represents a small proportion of growth Citywide (3.6 percent), it was determined that the DVSP would not substantially induce population growth, either directly or indirectly. In addition, population growth in the City outpaces growth in the number of housing units, which may indicate a future housing shortage, especially in below moderate-income housing. The DVSP PEIR concluded that implementation of the DVSP would aid the City in preventing a future housing shortage by providing a variety of multi-family residential opportunities. Therefore, impacts were determined to be less than significant.

The Project would be providing some of the additional residential units proposed in the DVSP as infill development to accommodate the existing housing need. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.11, Population and Housing, implementation of the DVSP would not displace substantial numbers of existing housing or necessitate the construction of replacement housing elsewhere as the DVSP proposes an additional 1,270 residential units primarily from redevelopment of existing developed areas within the SPA. Therefore, impacts were determined to be less than significant.

The Project would be providing some of the additional residential units proposed in the DVSP as infill development and would not displace a substantial number of people. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

XV. Public Services

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

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact Consistent with DVSP PEIR

c. 1. Fire protection?	☐	☐	☒	☐	☒
d. 2. Police protection?	☐	☒	☐	☐	☒
e. 3. Schools?	☐	☒	☐	☐	☒
f. 4. Parks?	☐	☐	☒	☐	☒
g. 5. Other public facilities?	☐	☐	☒	☐	☒

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A1. LESS THAN SIGNIFICANT IMPACT. Development of the Project may result in an 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. Fire protection services would be available from the Fire Station No. 6, which is the closest station at 651 East Vista Way, 0.75 mile to the northeast of the Project site. According to the GP 20230 Update, the City has a response time goal of achieving an 8:55 minute total 90 percent of the time. The Project would be constructed in accordance with all applicable fire codes set forth by the State Fire Marshal, the VFD, and the City's Building Code.

In addition, VFD has reviewed the site and architectural plans, identified recommendations to reduce potential impacts to fire-protective services, and included them as conditions of approval for the Project, which have been incorporated into Project plans. Prior to final Project approval, the City's Fire Marshal would verify that the Project has been designed to conform to the most recent City building and fire codes. Also, development impact fees, as required by the City, would help to ensure funding continues to be provided to the VFD. Therefore, development of the proposed facility would not exceed the capacity of the VFD to serve the site or other areas with existing fire protection services and resources and would result in less than significant impacts.

A2. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The San Diego County Sheriff's Department (SDCSD) is contracted by the City to provide law enforcement to the City and the surrounding unincorporated areas. The Sheriff's Station (or the Vista Patrol Station) is at 325 South Melrose Drive, Suite 210, which is approximately one mile to the southwest of the Project site. There are also two neighborhood offices: the closest of which is at 340 Townsite Drive, approximately 1,939 ft to the north of the Project site. SDCSD's services include general patrol, traffic enforcement, criminal investigation, juvenile services, communications and dispatch, and various management support services. Law enforcement services are available 24 hours a day, seven days a week, and include Community Service Officers, canine handlers, and narcotics and gang investigators.

The Project would result in additional on-site population that could create the need for police services. However, the development would occur within an area of existing residential uses that is regularly patrolled by SDCSD. In addition, SDCSD has reviewed the site and architectural plan submittals and provided recommendations in a will-serve letter dated August 2022 (Attachment L). The site and building design of the Project incorporated the applicable recommended security considerations including low-intensity security lighting for the purposes of wayfinding and safety and building structure security, and an electronically operated emergency access gate. These security considerations may help reduce the need for law enforcement services. Overall, it is anticipated that the Project would not result in the need for new or remodeled police facilities. In addition, the project would be required to contribute its fair share to the SDCSD to provide adequate facilities and capital. Therefore, the Project would not exceed the capacity of the SDCSD to provide police protective services to the residents of the Project. With the payment of required fees, impacts would be reduced to less than significant.

A3. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The Vista Unified School District (VUSD) provides school facilities and services to students on the Project site and within the City. According to the VUSD School Locator, the schools that would serve the Project include the following:

- Breeze Hill Elementary School, which is at 1111 Melrose Way, Vista
- Madison Middle School, which is at 4930 Lake Boulevard, in Oceanside
- Rancho Buena Vista High School, at 1601 Longhorn Drive, Vista

Pursuant to Government Code, Section 65995 et seq., local agencies are prohibited from denying land use approvals on the basis that school facilities are inadequate. In addition, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. Level I fees are assessed based upon the proposed square footage of residential,

commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the other half. Level III fees require the developer to pay the full cost of accommodating the students in new schools and are implemented at the time the available funds from Proposition 1A (approved by the voters in 1998) are expended. School districts must demonstrate to the state their long-term facilities needs and costs based on long-term population growth to qualify for this source of funding. According to Government Code, Section 65996, development fees are deemed to be “full and complete school facilities mitigation.” As of October 2020, the VUSD’s school fees are \$4.08 per square foot of accessible space for residential projects. Pursuant to Government Code, Section 65995 et seq., payment of these fees, which are required by DVSP Mitigation Measure Pub-2, and discussed below, would offset any potentially significant impacts to school facilities. Impacts would be reduced to less than significant.

A4. LESS THAN SIGNIFICANT IMPACT. The Project would develop 183 dwelling units, which would introduce new residents to the area that would likely use parks. A small minor increase in demand on existing recreational resources may be expected with any new residential development in the City. The Vista GP 2030 Update Policy 9.2 creates a goal for the City to provide 3 acres of community parks per 1,000 residents and 2 acres of neighborhood parks. As of 2011, the City has 764.4 acres of park and recreation space (City of Vista 2012). As of 2021, the population was 99,536, and the City was still meeting this goal. The City currently provides 7.68 acres of parkland per 1,000 residences. The addition of approximately 597 new residents to the area would not substantially increase the use of existing parks and would still comply with the City’s policy for minimum park requirements.

In addition, the Project applicant would be required to pay development impact fees, including park fees offset any deterioration by future residents (City of Vista 2022). Therefore, the Project would have a less than significant impact on parks and recreation facilities.

A5. LESS THAN SIGNIFICANT IMPACT. As described above, the Project includes the development of 183 units that would introduce approximately 597 people to the Project site. As described in Chapter 3.XIV, Population and Housing, this increase in population was determined to be less than significant. No other public facilities would be impacted by the proposed Project. In addition, the Project would be required to pay a Public Facilities Fee per the City’s latest fee schedule. Therefore, impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A1. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.12, Public Services, Implementation of the DVSP would not increase demand for fire protection services to a level that would require new fire facilities or substantial alterations to existing fire facilities; therefore, less than significant impacts to fire services would occur.

The Project occurs in an area currently served by the VFD and would implement all recommendations set forth by the VFD, consistent with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A2. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.12, Public Services, implementation of the DVSP would result in an increase in demand for police services that would have the potential to require new police facilities or substantial alterations to existing police facilities, which would result in a potentially significant impact. Incorporation of DVSP Mitigation Measure Pub-1 would require future projects developed under the DVSP to contribute their fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. Therefore, impacts to police services were concluded to be reduced to less than significant. The Project occurs in an area already regularly patrolled by SDCSD and would implement the recommendations set forth in SDCSD's will-serve letter dated August 2022 (Attachment L). Consistent with DVSP Mitigation Measure Pub-1, the Project would be required to contribute its fair share to the SDCSD. With incorporation of the appropriate security considerations outlined in the Sheriff's Department's will-serve letter and implementation of DVSP Mitigation Measure Pub-1, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A3. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.12, Public Services, implementation of the DVSP would increase the demand for public school capacity to a level that would have the potential to require new school facilities or substantial alterations to existing school facilities, which represents a potentially significant impact associated with the construction of these facilities. However, incorporation of DVSP Mitigation Measure Pub-2 would require all future projects developed under the DVSP to pay statutory fees for public school services. Therefore, impacts to school services would be less than significant with mitigation.

The Project applicant would pay VUSD's school fees for the residential Project and implement DVSP Mitigation Measure Pub-2. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A4. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.13, Recreational Resources, implementation of the DVSP would not result in an increase in the use of existing recreational facilities that would result in substantial physical deterioration of existing facilities.

The slight increase in demand for public recreation facilities that could occur from the 597 Project-based residents would be spread among the City's existing facilities. Additionally, the Project applicant would be required to pay development impact fees, including a park fee, as part of Project implementation. Therefore, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

A5. NO IMPACT. Physical impacts associated with the other government facilities were not included as a Public Services impact in the environmental analysis for the DVSP PEIR. Therefore, consistency with the DVSP is not applicable.

MITIGATION MEASURES

The following mitigation is required as part of the Project to ensure that potential school impacts are mitigated to levels that are less than significant:

DVSP MITIGATION MEASURE PUB-1. Prior to issuance of a Certificate of Occupancy for any future project under the DVSP Update, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. The project applicant shall consult with the SDCSD to determine to appropriate mitigation fee or other specific measure required.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE PUB-1. The Project would implement this mitigation by consulting with SDCSD for appropriate fee and incorporation of specific security measures.

DVSP MITIGATION MEASURE PUB-2. All future projects under the DVSP Update would be required to pay statutory fees for public school services. As of September 2009, fees were \$2.97 per sf for residential development, and \$0.47 per sf for non-residential development. Project applicants shall contact the VUSD to determine the current and appropriate statutory fee for each future project proposed in the SPA.

PROJECT IMPLEMENTATION OF DVSP MITIGATION MEASURE PUB-2. The Project would implement this mitigation per VUSD's latest school fee schedule calculated per sf of accessible space for residential projects.

XVI. Recreation <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
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

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. There are several existing City park facilities that are within 1.5 miles of the Project site, which include:

- Brengle Terrace Park, at 1200 Vale Terrace Drive
- Luz Duran Park, at 340 E. Townsite Drive
- Raintree Park, at 545 E. Townsite Drive
- Wildwood Park, at 651 East Vista Way
- Civic Park, at 200 Civic Center Drive
- Skate Parks (2), Bowl site: 400 N. Santa Fe Avenue; Streetscape site: 510 N. Santa Fe Avenue
- Rotary Lane, at the intersection of Palm and Vista Village Drives
- Veterans Memorial Park, at 123–325 S. Santa Fe Drive

In addition, there are several existing City recreation facilities within 1.5 miles of the Project site, which include the following:

- Jim Porter Recreation Center, at 1200 Vale Terrace Drive
- Gloria McClellan Adult Activity and Resource Center
- Rancho Buena Vista Adobe, on Alta Vista Drive
- Wave Water Park, at 101 Wave Drive

The Project involves the construction of 183 dwelling units on a 4.59-acre site. When fully occupied, these units are anticipated to house approximately 597 residents. The Project design includes common usable open space, which consists of a community gathering space and a garden (22,942 sf); a community pool area (7,050 sf); and a rooftop terrace (5,273 sf).

The Vista GP 2030 Update Policy 9.2 creates a goal for the City to provide 3 acres of community parks per 1,000 residents and 2 acres of neighborhood parks. As of 2011, the City has 764.4 acres of park and recreation space (City of Vista 2012). As of 2021, the population was 99,536, and the City was still meeting this goal. The City currently provides 7.68 acres of parkland per 1,000 residences. The addition of approximately 597 new residents to the area would not substantially increase the use of existing parks and would still comply with the City's policy for minimum park requirements. Impacts from the Project are anticipated to be minimal due to the existing amount of park and recreation facilities that are in the vicinity of the Project site. The slight increase in demand for public recreation facilities that could occur from the 597 Project-based residents would be spread among the City's existing facilities. In addition, the Project applicant would be required to pay development impact fees, including park fees (City of Vista 2022).

Therefore, the Project would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. The Project includes extensive recreational and communal amenities, including two centrally located approximately 712 sf recreation buildings, a pool house, and a gym. A 5,273 sf rooftop amenity space (i.e., rooftop terrace) would include benches, tables/chairs, two bars, a fire pit seating area, and a built-in barbeque. A community area that would be adjacent to the main community gathering space would include a 7,050-sf community area featuring a pool, spa, and plunge pool with lounges, benches, and tables/chairs. The Project would also feature a myriad of community gathering spaces and a series of gardens scattered throughout 24,729 sf in the central areas of the property. These recreational amenities are analyzed as part of this CEQA analysis. The project would not require the construction or expansion of additional recreational facilities off site to accommodate future project residents. Therefore, the expansion of existing recreational facilities or the construction of new recreational facilities is not anticipated, and significant impacts would not occur with Project development. Impacts would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.13, Recreational Resources, implementation of the DVSP would not result in an increase in the use of existing recreational facilities that would result in substantial physical deterioration of existing facilities.

The slight increase in demand for public recreation facilities that could occur from the 597 Project-based residents would be spread among the City's existing facilities. In addition, the Project applicant would be required to pay development impact fees, including park fees (City of Vista 2022). Therefore, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. Implementation of the DVSP would accommodate the construction of recreational facilities that would have the potential to result in an adverse physical effect on the environment. However, impacts of construction and operation of future recreational facilities in the SPA were analyzed throughout the DVSP PEIR. Implementation of DVSP mitigation measures incorporated throughout the PEIR reduced potentially significant impacts associated with the construction of new recreational facilities to a less than significant level, with the exception of traffic which would not be greatly impacted by the construction of new recreational facilities. Therefore, impacts were concluded to be less than significant.

The Project would not require the expansion of existing recreational facilities but would construct new recreational facilities including community and recreational space on the Project site. Consistent with the DVSP PEIR, proposed on-site recreational amenities are analyzed throughout this CEQA document. Additionally, the Project applicant would pay City development fees for multi-family residences to offset any potential impacts to recreational facilities. The project would not require the construction or expansion of additional recreational facilities offsite to accommodate future project residents. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

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

The following analysis is based on the LTS (Attachment C) and Vehicle Miles Traveled (VMT) Screening Analysis Memorandum (Attachment N) prepared by CR Associates. The construction analysis is based on the Construction Traffic Review Analysis prepared by CR Associates (Attachment M).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. Both the California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA and the City's Transportation Impact Analysis Guidelines consider the use of VMT per resident as a metric to determine transportation-related impacts. Both the Technical Advisory and the City's Transportation Impact Analysis Guidelines consider projects that generate VMT less than 85 percent of the regional average to have a less than significant transportation-related impact. Because the Project is proposing high-density land uses, similar to those in the downtown area, a screening was done using SANDAG's San Diego Region SB 743 VMT Maps. The screening shows that the VMT per

resident in the area is 70.4 percent of the regional average; therefore, the Project would not generate a VMT that exceeds the regional average and would not have a significant transportation-related impact. Therefore, as discussed in the LTS (Attachment C) and the VMT Screening Analysis Memorandum (Attachment N), the Project is exempt from preparing a VMT analysis.

In addition, the City's threshold of significance relies upon peak-hour traffic operations at intersections rather than roadway segment analyses (City of Vista 2020). Roadway segment 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.

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 the City would include the following: (1) the addition of Project traffic results in a 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 buildout) condition, if the addition of Project traffic results in a 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 and mitigation is required.

A discussion of transportation impacts from operation and construction of the Project are discussed below.

PROJECT TRIP GENERATION

Project trip generation estimates were derived using the trip generation rates outlined in SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for The San Diego Region (2002). As shown in Table 14, Project Trip Generation – Current Site Plan, the Project would generate a total of 1,098 Average Daily Trips (ADT), with 88 occurring in the AM peak hour (18 inbound, 70 outbound) and 99 occurring in the PM peak hour (69 inbound, 30 outbound).

TABLE 14. PROJECT TRIP GENERATION – CURRENT SITE PLAN

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Multi-Family Residential (More Than 20 DU/Acre)	183 DU	6/DU	1,098	8 %	88	2:8	1 8	70	9 %	99	7:3	6 9	30

Source: Attachment C.

Notes: ADT = average daily trips; DU = dwelling unit

OPERATIONAL TRAFFIC

Table 15, Intersection Level of Service Summary, summarizes the results of the Existing Plus Project and Horizon Year Plus Project AM and PM peak-hour LOS analysis for the four study area intersections.

As shown in Table 15, all of the study intersections are projected to continue to operate under capacity or at an acceptable LOS under these scenarios. With implementation of the Project, all study intersections are projected to operate at acceptable LOS D or better during both the AM and PM peak hours under the various study scenarios. The addition of Project traffic would therefore not have adverse impacts for intersections.

Table 16, Street Segment Level of Service Summary, summarizes the Existing Plus Project and Horizon Year Plus Project daily traffic volumes for the three study area roadway segments with the addition of Project traffic.

As shown in Table 16, all of the study roadway segments are projected to continue to operate under capacity or at an acceptable LOS under these scenarios. With implementation of the Project, all study roadway segments are projected to operate under capacity or at acceptable LOS D or better under the various study scenarios. The addition of Project traffic would therefore not have adverse impacts for roadway segments.

TABLE 15. INTERSECTION LEVEL OF SERVICE SUMMARY

Intersection	Existing Baselines				Existing Plus Project				Δ Peak-Hour Delay Existing Baselines		Horizon Year				Horizon Year Plus Project				Δ Peak-Hour Delay Horizon Year	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
Vista Village Drive/Lado De Loma Drive	22.9	C	25.7	C	24.8	C	30.6	C	1.9	4.9	31.4	C	40.0	D	33.6	C	46.2	D	2.2	6.2
Lado De Loma Drive/Guajome Street	7.6	A	8.2	A	7.9	A	8.4	A	0.3	0.2	7.8	A	8.9	A	8.1	A	9.1	A	0.3	0.2
South Santa Fe Avenue/Guajome Street	5.3	A	8.0	A	5.3	A	8.3	A	0.0	0.3	5.9	A	10.0	B	6.0	A	10.6	B	0.1	0.6
Project Driveway/Guajome Street	N/A	N/A	N/A	N/A	9.8	A	10.2	B	9.8	10.2	N/A	N/A	N/A	N/A	9.9	A	10.8	B	9.9	10.8

Source: Attachment C.
Notes: LOS = level of service

TABLE 16. STREET SEGMENT LEVEL OF SERVICE SUMMARY

Study Area	Roadway	Segment	Capacity	Existing Baselines			Existing Baselines Plus Project			Δ V/C	Capacity	Horizon Year 2030			Horizon Year Plus Project			Δ V/C
				Daily Volume	V/C	LOS	Daily Volume	V/C	LOS			Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	
1	Lado De Loma Drive	Vista Village Drive to Guajome Street	7,900	5,263	0.666	C	5,818	0.736	C	0.070	8,800	6,500	0.739	C	7,055	0.802	D	0.063
2	Guajome Street	Lado De Loma Drive to Project Driveway	7,900	4,131	0.523	C	4,686	0.593	C	0.070	8,800	5,100	0.580	A	5,655	0.643	B	0.063
3	Guajome Street	Project Driveway to South Santa Fe Avenue	7,900	4,131	0.523	C	4,686	0.593	C	0.070	8,800	5,100	0.580	A	5,655	0.643	B	0.063

Source: Attachment C.
Notes: LOS = level of service; V/C= Volume to Capacity Ratio; Δ V/C = Delta Volume to Capacity Ratio

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CONSTRUCTION TRAFFIC

A Construction Traffic Review Analysis was prepared by CR Associates (Attachment M) based on construction assumptions developed in the air quality analysis (Attachment B). Based on this analysis, the highest number of construction vehicle trips, between 308 and 314 trips per day, would occur during the grading and building construction phases of the Project. These trips were then converted to daily and peak-hour trips generation, with the following assumptions:

- Since the standard work schedule is 7 a.m. till 3 p.m., the analysis assumed that most construction workers would be on site prior to the AM peak hours studied (7 a.m.–9 a.m.) and leave the Project site prior to the PM peak hours (4 p.m.– 6 p.m.). Therefore, these trips were included in the daily trip generation but not in the peak-hour trip generation. Depending on the Project's construction schedule, however, some workers may arrive during the AM peak period (7 a.m.–9 a.m.) during the building construction phase.
- Truck trips were assumed to operate at an even interval between 7 a.m. and 3 p.m. (8-hour period). Since the workday ends prior to the PM peak hours, truck trips would only occur during the AM peak hours.

Therefore, as further described below, a Construction Traffic Control Plan would be prepared as a condition of approval for the project. The daily and AM peak-hour trip generation for the building construction phase, which has the highest number of truck trips, is presented in Table 17, Building Construction Vehicle Trips per Day. PM peak-hour trips are not displayed because no construction-related trips are anticipated to occur during the PM peak hour.

TABLE 17. BUILDING CONSTRUCTION VEHICLE TRIPS PER DAY

Trips Type	Amount (worker or trucks)	Daily Trips (PCE)	AM Peak Hour					
			%	Trips	Trips (PCE)	Split	In	Out
Worker	80	160	Workers are already on site prior to the AM peak hour					
Trucks	22	154	12.5%	3	11	5:5	6	5
Total		314		3	11		6	5

Source: Attachment M.

Notes: PCE = Passenger Car Equivalent

As shown in Table 17, total daily trips during the building construction phase (314 trips) would be less than the total daily operational trips (1,110 trips). Because the primary ingress/egress for the Project site is adjacent to an active railroad track, and based on current trip patterns along Guajome Street, a Traffic Control Plan shall be included as a condition of approval and include flaggers to ensure that neither workers nor construction trucks would queue onto the railroad tracks during construction. During the building construction phase specifically, a minimum of two permanent flaggers shall be stationed along Guajome Street during the AM peak period to ensure that the surge in worker traffic does not cause a detrimental effect on Guajome Street. In addition, the temporary driveway for construction traffic shall be located as far west along Guajome Street as possible. Personnel and materials parking and loading zones would be planned at the opposite end of the site. The applicant and general contractor shall coordinate directly with City staff to

address any construction traffic issues that may arise during construction. Therefore, impacts from construction traffic would be less than significant.

ALTERNATIVE TRANSPORTATION

NCTD's BREEZE Bus Line operates service (Routes #305 and #334) along South Santa Fe Avenue, which connect to and from the Vista Transit Center and the SPRINTER line for regional transit. Bus stops for this line are on South Santa Fe Avenue, both north and south of the intersection with Guajome Street. The nearest transit stop to the Project site is bus route #305 South Santa Fe and Guajome Avenue, located approximately 0.08 mile to the east. Sidewalks currently exist on a section of Guajome Street on the south side, extending to South Santa Fe Avenue. Sidewalks built along the private road of the Project would connect to the existing sidewalk on Guajome Street, providing pedestrian access to the above-noted bus stops. The proposed development would also include off-site improvements that would connect the Project site to surrounding areas, such as community services, grocery stores, and nearby transit. Pedestrian access to the Project site would be provided via a new sidewalk on both sides of the new full-access side-street stop-controlled driveway. The Project would construct a sidewalk on the northern side of Guajome Street, between 201 Guajome Street and Eddie Drive, and on the southern side of Guajome Street, between the Project's western property line and Mercantile Street, including a temporary asphalt sidewalk between the eastern railroad right-of-way and Mercantile Street. Pedestrians leaving the Project site wishing to access the new sidewalk on the northern side of Guajome Street toward Eddie Drive would walk approximately 350 ft northwest along Guajome Street to the signal-controlled intersection at South Santa Fe Avenue to safely cross to the sidewalk on the northern side of Guajome Street. From there, pedestrians can access the new sidewalk on the northern side of Guajome Street to connect to Eddie Drive.

As shown above, the Project would not conflict with any adopted policies, plans, or programs addressing the circulation system. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. California Public Resources Code, Section 15064.3(b)(1), states the following regarding land use projects: "Vehicle miles traveled (associated with a land use project) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

Based on this, the Project would not conflict or be inconsistent with California Public Resources Code, Section 15064.3(b), for the following reasons:

1. The Project is located less than one-half mile from the Vista Transit Center Station, a light-rail station that meets the definition of a major transit stop.
2. The Project is located within a transit priority smart growth area (Town Center), as defined by SANDAG's Smart Growth Concept Map.
3. The Project is providing high-density residential development directly adjacent to the City's downtown area and the regional Inland Rail Trail. To facilitate safe and convenient access to

the downtown area, the Inland Rail Trail, and the nearby transit station, the Project is constructing off-site pedestrian facilities (sidewalks) that would improve pedestrian connections compared to existing conditions.

4. Both the California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA and the City's Transportation Impact Analysis Guidelines considered the use of vehicle miles traveled (VMT) per resident as a metric to determine transportation-related impacts. Both the Technical Advisory and the City's Transportation Impact Analysis Guidelines consider projects that generate VMT less than 85 percent of the regional average to have a less than significant transportation-related impact. Because the Project is proposing high-density land uses, similar to those in the downtown area, a screening was done using SANDAG's San Diego Region SB 743 VMT Maps. The screening shows that the VMT per resident in the area is 70.4 percent of the regional average; therefore, the Project would not generate a VMT that exceeds the regional average and would not have a significant transportation-related impact. As discussed in the LTS (Attachment C) and in the VMT Screening Analysis Memorandum (Attachment N), the Project is therefore exempt from preparing a VMT analysis.

C. LESS THAN SIGNIFICANT IMPACT. The Project includes solely residential uses, and does not include any incompatible uses, such as farm equipment. The LTS (Attachment C) for the Project included a queuing analysis to verify the project driveway would not cause traffic to spill on to the SPRINTER Rail Line. In coordination with staff from City, California Public Utility Commission, NCTD, SANDAG, and the Project engineers, the new full-access side street stop-controlled driveway would be located approximately 70 ft west of the existing SPRINTER rail line. Project access on Guajome Street would meet or exceed the Caltrans' corner sight distance requirement of 150 ft based on stopping sight distance (Caltrans 2020). In addition, the design of the private street on site provides fire truck accessibility and turning ability throughout the Project site. Once entering the site, the project would provide ample parking as well as a central turnaround to allow internal traffic flow throughout the project site. The Project would also construct a sidewalk on the northern side of Guajome Street, between 201 Guajome Street and Eddie Drive, and on the southern side of Guajome Street, between the Project's western property line and Mercantile Street, including a temporary decomposed granite sidewalk between the eastern railroad right-of-way and Mercantile Street. An existing controlled intersection crosswalk at South Santa Fe Avenue approximately 350 ft northeast of the site connects the northern and southern sides of Guajome Street, allowing pedestrian access to and from the site. Therefore, impacts related to incompatible uses or hazardous design features would be less than significant.

D. LESS THAN SIGNIFICANT IMPACT. As previously addressed above, Project access would be provided on Guajome Street, which meets or exceeds the Caltrans' corner sight distance requirement of 150 ft based on stopping sight distance (Caltrans 2020). Also, the design of the private street on site provides fire truck accessibility and turning ability throughout the Project site. The Project has been designed to incorporate all required VFD standards to ensure that the development would not result in inadequate emergency access to the site or areas surrounding the site. Meeting these standards would be verified upon plan check, prior to receipt of building permits. Therefore, impacts related to inadequate emergency access would be less than significant.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.14, Traffic, buildout of the DVSP would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system because it would result in a substantial increase in vehicle trips that would exceed the LOS standards established for roadways and intersections. Thus, implementation of the DVSP would result in potentially significant impacts to several roadway segments and intersection operations within the SPA, and the segment of eastbound SR-78 from Vista Village Drive to Civic Center Drive. Incorporation of DVSP Mitigation Measures Tra-1 through Tra-10 would reduce impacts associated with an increase in traffic to the extent feasible, but two intersections (Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street) would continue to operate at an unacceptable LOS E or F after mitigation. Therefore, impacts from implementation of the DVSP were concluded to be significant and unavoidable.

As demonstrated in Tables 15 and 16, the addition of Project traffic would not cause the study area intersections and street segment to operate at a deficient LOS. Nevertheless, the Project would comply with DVSP Mitigation Measures Tra-1 through Tra-9, which have since been incorporated into the City's standard traffic fee program required as part of the application process. DVSP Mitigation Measure Tra-10 is currently being implemented by SANDAG and would not be applied to the project. In addition, with implementation of the Traffic Control Plan outlined above in Threshold A, the Project would not result in significant traffic impacts during construction. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. Per SB 743, on July 1, 2020, VMT replaced LOS as the standard performance metric for analyzing transportation impacts under CEQA, which occurred after the DVSP PEIR was certified. Therefore, VMT impacts from implementation of the DVSP were not required to be analyzed under CEQA at the time the DVSP PEIR was prepared. As discussed in the LTS (Attachment C) and VMT Screening Analysis Memorandum (Attachment N), a qualitative VMT analysis was conducted for the Project. Based on the City's Transportation Impact Analysis Guidelines, applicable guidance from the California Governor's Office of Planning and Research, and the California Public Resources Code, the Project is considered to have a less than significant transportation-related impact under CEQA and is screened out from further VMT analysis (Attachment C and Attachment N). Project impacts would be less than significant. As such, the Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.14, Traffic, implementation of the DVSP would not result in an increase in hazards due to a design feature or incompatible uses. Therefore, impacts were concluded to be less than significant.

Consistent with the DVSP PEIR, the Project does not include incompatible uses, such as farm equipment, and would be designed to accommodate fire truck accessibility and turning ability of vehicles. The Project also includes sidewalk improvements to accommodate pedestrian access.

As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described in DVSP PEIR Section 4.14, Traffic, implementation of the DVSP would potentially result in inadequate emergency access during construction of future development under the DVSP. However, implementation of Mitigation Measure Haz-3 would reduce potentially significant impacts associated with emergency access during construction to a less than significant level. Therefore, impacts were concluded to be less than significant with mitigation incorporated. The Project design would accommodate fire truck accessibility and turning ability throughout the site. Additionally, the Project has been designed to incorporate all required VFD standards to provide adequate emergency access and a traffic plan during construction to accommodate emergency access. Thus, DVSP Mitigation Measure Haz-3 would be implemented as part of the Project, and impacts would be reduced to less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

As delineated in Chapter 3.IX.f, Hazards and Hazardous Materials, DVSP Mitigation Measure Haz-3 is required as part of the Project to ensure that potential impacts to emergency access during construction are mitigated to levels that are less than significant. The following mitigation is required as part of the Project to ensure that potential transportation impacts related to the circulation system are mitigated to levels that are less than significant:

DVSP MITIGATION MEASURE TRA-1. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening Melrose Drive at the Olive Avenue intersection to include an additional left-turn lane for south southbound traffic onto Olive Avenue, and right turn lanes in both directions onto Olive Avenue.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-1. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-2. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share towards restriping S. Santa Fe Avenue just southeast of Main Street to transition S. Santa Fe Avenue to two lanes in the southern direction, and to four lanes in the northern direction.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-2. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-3. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping E. Broadway at the S. Santa Fe intersection to a right turn only lane at the intersection in order to restrict westbound left-turn movements from E. Broadway onto S. Santa Fe Avenue.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-3. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-4. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening and restriping westbound Guajome Street at the S. Santa Fe Avenue intersection to allow for an additional left-hand turn lane onto S. Santa Fe Avenue. This measure is considered to be infeasible due to the constraints associated with the roadway width.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-4. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-5. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward signaling the Pala Vista Drive/Santa Fe Avenue intersection with a four-way traffic signal.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-5. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-6. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening the Escondido Avenue and S. Santa Fe intersection. S. Santa Fe Avenue would be widened to provide an additional left turn lane in each direction. Escondido Avenue would be widened to include an additional through lane and right turn lane for northbound traffic.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-6. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-7. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening southbound Vale Terrace at the E. Vista Way intersection to include a separate right-turn lane onto E. Vista Way.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-7. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-8. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping Escondido Avenue at the Eucalyptus Avenue intersection to include three through lanes for northbound traffic. The project applicant shall also pay its fair share to widen Eucalyptus Avenue at this intersection to include a right-turn lane for eastbound traffic onto Eucalyptus Avenue.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-8. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

DVSP MITIGATION MEASURE TRA-9. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward improving Escondido Avenue at the Postal Way intersection to include a separate right turn lane for northbound traffic onto Postal Way.

IMPLEMENTATION OF DVSP MITIGATION MEASURE TRA-9. The Project will implement this measure by contributing its fair share, which has since been incorporated into the City's standard traffic fee program required as part of the application process.

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

XVIII. Utilities and Service Systems <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	☒

The following analysis is based on the Housing Water Supply Study and Water Service Availability Letter prepared by the VID for the Project (2022) (Attachment O) and the Sewer Capacity Analysis prepared by HDR (2023) (Attachment P).

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A. LESS THAN SIGNIFICANT IMPACT. The Project would develop 183 multi-family residential units. All wet and dry public utilities, facilities, and infrastructure are in place and available to serve the Project site without the need for relocated, new, or expanded facilities. While new utility and service connections would need to be extended to and from the Project site (e.g., sewer, stormwater runoff, electrical), these new connections would not result in a need to modify the larger off-site infrastructure (Attachment J and Attachment O). As a result, implementation of the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, as demonstrated below.

WATER

Water service for the Project would be provided by the VID from mains in Lado De Loma Drive and/or Guajome Street. The Project site is surrounded by existing development and therefore the Project would be able to connect to existing water lines in Guajome Street. As discussed below, the Project would increase the demand for potable water service but would not require the need for new or expanded facilities to accommodate the Project. Impacts would be less than significant.

WASTEWATER

The Project's private sewer lines would connect with existing sewer mains within East Vista Way and Foothill Drive. Wastewater is treated at the Encina Water Pollution Control Facility, which is a conventional activated sludge wastewater treatment plant with a treatment capacity of 43.3 million gallons per day (mgd). VID and Encina Water Pollution Control Facility operate in accordance with applicable wastewater treatment requirements of the San Diego RWQCB, and the Project's wastewater system has been designed to comply with these treatment requirements. Therefore, 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 RWQCB so that significant impacts would not occur. As discussed below, the Project would connect to the City's existing system, which has available capacity to serve the Project without the need to expand facilities. Impacts would be less than significant.

STORMWATER

As discussed in Chapter 3.X, Hydrology and Water Quality, stormwater that discharges from the Project site along the northern property line flows into a concrete swale running adjacent to the NCTD railway. The concrete swale conveys drainage to the north, where it enters the City's maintained public storm drain system at Guajome Street. The Project would include the following BMPs relating to on-site water conservation: modular wetland systems, biofiltration basins, limited impervious surfaces, slope and channel protection, and tree wells. A total of seven on-site biofiltration basins would treat stormwater runoff. The biofiltration basins would be located throughout the Project site (see Figure 4 in Attachment A). After construction, stormwater would be conveyed through gutters and storm drains to the on-site biofiltration facilities. The site would continue to discharge runoff into the City's existing storm drain system in South Santa Fe Avenue, eventually flowing to Buena Vista Creek. The Project would decrease peak flows compared to the existing condition and would have no net impact on the receiving watershed. Post-development runoff would receive water quality treatment in accordance with the site-specific Stormwater Quality Management Plan (Attachment J). Therefore, surface water would be adequately managed on site, and as such, development of the Project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts would be less than significant.

ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

The Project would receive electricity and gas service from SDG&E. The Project site is currently served by various telecommunication service distributors. Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Cox, Spectrum and other independent cable companies. All new utility infrastructure would be installed underground or placed in enclosed spaces. The effort to connect to the existing electrical system, natural gas system, and telecommunications system and to install connections on the Project site to serve the future residents is not anticipated to result in significant impacts. Impacts would be less than significant.

B. LESS THAN SIGNIFICANT IMPACT. Development of the Project site would increase the demand for potable water that is needed to serve the proposed 183 units. Water service for the Project would be provided by the VID from mains in Guajome Street. 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. According to the Kensho Housing Water Supply Study prepared by the VID for the Project (Attachment O), the average daily demand of potable water for the Project would be approximately 16,754 gpd (4.59 acres x 3,650 gpd per acre).

Water supplies necessary to serve the demands of the Project, along with existing and other projected future users, and the actions necessary to develop these supplies (e.g., conservation via SB 7 of the Seventh Extraordinary Session (or SBX 7-7), efficiency standards, etc.) have been identified in the UWMPs of VID, the SDCWA, and the 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.

According to VID's 2020 UWMP, 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 2020 UWMP, if SDCWA, MWD, and VID supplies are developed as planned and SBX 7-7 conservation targets are achieved, no shortages are anticipated within VID's service area in a normal year through 2040. That would mean that the VID's entire projected potable water supply would meet the entire projected SBX 7-7 water demand of 24,147 acre-feet in 2040. In the analysis of a single-dry year through 2040, VID's 2020 UWMP 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 analyses, the conservative planning assumption used in VID's 2020 UWMP expects that MWD would be allocating supplies to its member agencies. As a result, some level of shortage could be potentially experienced. As stated above, when shortages occur in VID's resources, the SDCWA would use various measures to cover the shortfall, as described below.

The SDCWA was established pursuant to legislation adopted by the California 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 and canal lining projects that are wheeled through MWD's conveyance facilities to the SDCWA's pipelines (or aqueducts), and spot water transfers that are pursued on an as-needed basis to offset reductions in supplies from MWD.

The SDCWA, as a wholesale supplier, is also required by law to support its retail member agencies' efforts to comply with SBX 7-7 through a combination of regionally and locally administered active and passive water conservation measures, programs, and policies, as well as the use of recycled water. Examples of active measures and programs include residential and commercial water use surveys and education programs. Examples of passive measures include programs that encourage long-term behavior change toward 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 2020 UWMP section on water supply reliability, under a single-dry-year assessment using a very conservative assumption regarding limited MWD supplies during a single-dry water year and assuming SDCWA and member agency supplies are maintained and developed as planned, along with achievement of the additional conservation target, no shortages are anticipated within the SDCWA's service area in a single-dry year until 2035. These shortages would be eliminated should MWD supplies approach the supply levels projected in MWD's 2020 UWMP Single-Dry Year Supply Capability. 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. Therefore, it is anticipated that the SDCWA would be able to meet VID's increased demands during a single-dry water year. For SDCWA's UWMP multiple-dry-year reliability analysis, the conservative planning assumption is that MWD will be allocating supplies to its member agencies. Because it is uncertain in the future how MWD will allocate supplies to its member agencies, the analysis in SDCWA's 2020 UWMP assumes supplies are allocated based on preferential right to MWD supplies. If a shortage occurs, the SDCWA plans to use action measures in its Water Shortage and Drought Response Plan. These actions include dry-year supplies, carryover storage, and regional shortage management measures to fill the shortfall. The SDCWA's dry-year supplies and carryover storage are components of managing potential shortages within the region and for increasing supply reliability for the region. The dry-year supplies assist in minimizing or reducing potential supply shortages from MWD. 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.

On the local level, additional water conservation for new developments in the City would be achieved through compliance with the Water Efficient Landscaping Ordinance in the Vista Municipal Code, Chapter 18.56. An Estimated Total Water Use Worksheet for the Project would be required to be submitted in the application for a grading permit, which would have to be under the Maximum Applied Water Allowance. Accordingly, staff review of the worksheet would require the Project to be in compliance with the Vista Water Efficient Landscaping Ordinance.

In addition to the noted UWMP's described above, other regional and/or state entities may also enact other measures during multiple-dry water years as well, including emergency regulations. For example, on April 1, 2015, Governor Jerry Brown issued the fourth in a series of Executive Orders on actions necessary to address California's current severe four-year drought conditions. The April 1 Executive Order requires 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. In addition, the Kensho Tideline Water Supply Study concluded that no deficiencies occur in the existing system during peak-hour demand and that the system would be able to serve the Project (Attachment O). The VFD also confirmed the use of a reduced fire flow with the addition of a looped water system would adequately serve the Project needs (Mack, pers. comm. 2022). Therefore, development of the Project would not require new or expanded water entitlements from VID or require new water resources be found. Impacts would be less than significant.

C. LESS THAN SIGNIFICANT IMPACT. Sewer lines exist in the roadways adjacent to the Project site. An 8-inch sewer main is within Lado De Loma Drive and within Guajome Street. The Project would install private sewer lines that would convey wastewater from the on-site uses to the sewer mains in one or both of the adjacent roadways.

Based on the City's Sewer Master Plan Update (August 2017), the Project would be expected to generate approximately 29,169.45 gpd (4.59 acres x 6,355 gpd per acre for MU General Plan land use designation) of wastewater. The Project's private sewer lines would connect with existing sewer mains within Lado De Loma Drive and/or Guajome Street. The existing system has an average flow of 5.39 mgd of wastewater. As stated above, wastewater from the Project would be treated by the Encina Water Pollution Control Facility. Wastewater generation from the Project would not exceed the capacity of the Encina facility to treat it (Attachment P).

The Project would be expected to generate approximately 29,169.45 gpd or 0.029 mgd of wastewater. The existing system has an average sewage flow of 5.39 mgd, which is part of the total 43.3 mgd wastewater treated at the Encina Wastewater Authority's facility. The City, through its 2017 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 sewer system surrounding the Project site was recently upgraded to better accommodate the community and future growth. The additional wastewater contribution from the Project would be less than 0.5 percent of the total wastewater treated at Encina Wastewater Authority's facility and be considered negligible in relation to the current or future treatment capacities at the Encina facility and the conveyance capacity of District's system (Attachment P).

In addition, the City of Vista Sewer Capacity Analysis (Attachment P) found that the added flows from the Project to the collection system are not projected to result in additional deficiencies in the downstream collection system (Attachment O). With the payment of applicable Water and Wastewater Capital Facility Fees, as well as VWD Construction Inspection and Board of Directors acceptance of water and sewer facilities prior to service, the Project would have a less than significant impact on the VWD's wastewater treatment capacity.

D. LESS THAN SIGNIFICANT IMPACT. Development of the Project would result in an increase in domestic municipal solid waste generation due to the addition of multi-family residences on the Project site. The Project would comply with AB 939, which requires cities to divert 50 percent of solid waste to recycling programs and away from landfills. Solid waste generated by the Project would either be hauled to Sycamore Landfill in San Diego, which has a permitted capacity of 2,500 tons per day

(tpd) and an average daily intake of 900 tpd, or disposed of at the Palomar Waste Transfer Station in Carlsbad, which has a permitted daily capacity of 2,250 tpd. Either of these solid waste facilities is capable of accommodating the solid waste generated by the Project. The Project would comply with all regulations related to solid waste such as the California Integrated Waste Management Act. Because the Project's contribution would be negligible in terms of the remaining capacity of these available landfills, impacts would be less than significant.

E. LESS THAN SIGNIFICANT IMPACT. The City complies with all federal, state, and local statutes and regulations related to solid waste, such as Assembly Bills 939 and 341. The San Diego County Department of Environmental Health and Quality issues permits to solid waste facilities in the County, including the Sycamore Landfill, which undergoes monthly inspections. Because solid waste generated by the Project would be diverted to material recovery facilities, with the remaining waste hauled to the Sycamore Landfill (or any active, permitted landfill facility in the County), the Project would comply with existing regulations related to solid waste. Therefore, the Project would comply with applicable federal, state, and local management and reduction statutes and regulations regarding solid waste, resulting in a less than significant impact.

CONSISTENCY WITH DVSP PEIR

A. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.15, Utilities, implementation of the DVSP would have the potential to result in a physical environmental impact from construction activities related to implementation of the new water, wastewater, and stormwater infrastructure. However, potential impacts from construction of these new facilities were analyzed in other various sections of the DVSP PEIR. The DVSP PEIR concluded that mitigation measures identified in the various sections of the DVSP PEIR related to air quality, biological resources, archaeological resources, hazards, hydrology, and noise would reduce the potentially significant impact associated with the construction of new infrastructure to a less than significant level. While new utility and service connections would need to be extended to and from the Project site (e.g., sewer, stormwater runoff, electrical), these new connections would not result in a need to modify the larger off-site infrastructure (Attachment J and Attachment O). Therefore, impacts from the Project would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.15, Utilities, implementation of the DVSP would not result in a significant impact with respect to water supply because the DVSP's water demand would not exceed VID's planned water supply for the SPA.

Consistent with the DVSP PEIR, the Project's projected water supply would not exceed the capacity of the system or planned water supply for the SPA. Therefore, impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT IMPACT. As described in DVSP PEIR Section 4.15, Utilities, implementation of the DVSP would not result in a significant impact with respect to wastewater treatment requirements or wastewater treatment capacity. Therefore, the DVSP PEIR concluded that impacts would be less than significant.

Consistent with the DVSP PEIR, the Project's projected sewer demand would not exceed the capacity of the system or planned capacity for the SPA. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

D. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.15, Utilities, implementation of the DVSP would be served by a landfill with sufficient permitted capacity to accommodate future solid waste disposal needs associated with the DVSP. The DVSP PEIR concluded that impacts would be below a level of significance.

The Project would comply with all regulations related to solid waste and the two landfills servicing the Project site, Sycamore Landfill and Palomar Waste Transfer Station can both accommodate the waste that would be generated by the Project. Impacts would be less than significant. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

E. LESS THAN SIGNIFICANT IMPACT. As discussed in DVSP PEIR Section 4.15, Utilities, implementation of the DVSP would not be served by a landfill with insufficient permitted capacity to accommodate future solid waste disposal needs associated with the DVSP. Therefore, the DVSP PEIR concluded impacts would be less than significant.

As discussed above, the Project would comply with applicable federal, state, and local management and reduction statutes and regulations regarding solid waste. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project's implementation and the Project is consistent with the DVSP PEIR. As a result, no mitigation measures are required.

XIX. Wildfire <i>If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity zones, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒	☒

DISCUSSION

TIDELINE KENSHO RESIDENTIAL PROJECT IMPACT ANALYSIS

A–D. No IMPACT. This chapter only applies to projects within or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones. The Project is primarily built-up/developed land and does not contain undeveloped land or canyon lands that could exacerbate wildfire risk. The Project site is not identified in a Fire Hazard Severity Zone of state or local responsibility areas according to California Department of Forestry and Fire Protection’s Fire Hazard Severity Viewer (CAL FIRE 2023) and is not identified in a Fire Hazard Severity Zone in the Vista GP 2030 Update’s Public Safety, Facilities and Services Element (City of Vista 2012). Therefore, no further analysis of impacts from wildfire on the Project is required. No impact would occur.

CONSISTENCY WITH DVSP PEIR

A–D. No IMPACT. Wildfire was not included as a resource topic in the environmental analysis for the DVSP PEIR. Therefore, consistency with the DVSP is not applicable. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

MITIGATION MEASURES

The analysis completed for this chapter indicates that no significant impacts would result from the Project’s implementation. As a result, no mitigation measures are required.

XX. Mandatory Finding of Significance	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Consistent with DVSP PEIR
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are 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 INCORPORATED. 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 wildlife species, or eliminate important examples of California history or prehistory.

As discussed in Chapter 3.IV, Biological Resources, based on the analysis in the Biological Resources Letter Report (Attachment D) it was determined that the Project would have potentially significant impacts on sensitive wildlife species, nesting birds, and jurisdictional aquatic resources. The Project would therefore be required to implement DVSP Mitigation Measures Bio-1, Bio-2, and Bio-3 by mitigating for sensitive species, consulting with the resource agencies, and performing nesting bird surveys. With implementation of Mitigation Measures Bio-1 through Bio-3, impacts on biological resources would be reduced to less than significant, consistent with the DVSP PEIR.

As discussed in Chapter 3.V, Cultural and Tribal Cultural Resources, the Project has implemented DVSP Mitigation Measure Cul-1 and completed an intensive pedestrian survey of the Project site. Due to the possibility of inadvertent finds including human remains during construction, the Project would be required to implement DVSP Mitigation Measure Cul-2, which would require an archaeological monitor and a Luiseño Native American monitor be engaged during earth-disturbing activities. With implementation of DVSP Mitigation Measure Cul-2, impacts would be reduced to less than significant, consistent with the DVSP PEIR. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

B. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As addressed throughout this document, the Project would have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental impact areas. Cumulative impacts of several resource areas have been addressed in individual resource sections, including Chapter 3.III, Air Quality, and Chapter 3.VIII, Greenhouse Gas Emissions, and the analysis concluded that cumulative impacts would be less than significant.

Given the nature of the Project, potential cumulative impacts could occur during the temporary construction work if other nearby projects occur in the same time frame. However, given the small scale of the proposed Project, the potential for the Project to contribute to a cumulative impact when combined with other past, present, and reasonably foreseeable projects is unlikely. Additionally, as described under Chapter 3.XVII, Transportation/Traffic, Project operation would generate approximately 1,098 ADT during operations, and in turn, would generate minimal criteria air pollutant emissions, GHG emissions, and noise. In many instances, site-specific conditions and features on the Project site would not combine to create cumulative impacts with other projects occurring elsewhere in the City. Therefore, the Project would not have the potential to contribute to an existing cumulative impact. Moreover, no other resource area analyzed as part of this IS/MND, would substantially increase when construction or operation of the proposed Project is considered in combination with cumulative projects identified in the vicinity. Therefore, operational impacts would be negligible. Furthermore, the proposed Project, as with potential

cumulative projects, would incorporate applicable mitigation measures to reduce potential impacts and would be required to comply with applicable City and state plans and policies.

Implementation of the proposed Project would not result in individually limited or cumulatively considerable significant impacts. All resource topics have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts 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. As such, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

C. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. There are several potentially hazardous conditions associated with the Project site. As discussed in Chapter 3.III, Air Quality, the Project would incorporate DVSP Mitigation Measures Air-1 through Air-7 for consistency with the DVSP PEIR, which include construction BMPs (Air-1), incorporation of O₃ and VOC-reducing features during construction (Air-2), compliance with SDAPCD Rule 67, architectural coatings (Air-3), SDAPCD notification for any asbestos-containing material demolition (Air-4), operational emission-reducing features (Air-5), and exceedance of requirements of Title 24 (Air-6). The Project has already prepared a Project-specific air quality impact analysis (Attachment B) and, therefore, has implemented Air-7. As discussed in Chapter 3.IX, Hazards and Hazardous Materials, the Project implemented DVSP Mitigation Measure Haz-1 from the DVSP PEIR by completing an ESA, which did not find any recognized environmental conditions on site. The Project includes the construction of a residential development that would use hazardous materials and generate some hazardous waste. Therefore, the Project would be required to implement DVSP Mitigation Measure Haz-2 to provide prospective tenants with information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous. With implementation of DVSP Mitigation Measure Haz-2, impacts would be reduced to less than significant, consistent with the DVSP PEIR. With implementation of DVSP Mitigation Measure Haz-3, impacts to emergency access would be reduced to less than significant. As described in Chapter 3.XIII, Noise, the Project has implemented Mitigation Measure Noi-2 and provided an analysis of the Project's impacts to noise (refer to Attachment K). The Project would have the potential to expose existing residential uses adjacent to the Project site and along Guajome Street to average construction noise in excess of 75 dBA. Therefore, the Project would implement all BMPs outlined in DVSP Mitigation Measure Noi-1 to reduce construction noise-related impacts to a less than significant level consistent with the DVSP PEIR. As discussed in Chapter 3.XV, Public Services, consistent with the DVSP PEIR, the Project would be required to implement DVSP Mitigation Measures Pub-1 and Pub-2, which includes the payment of school fees and SDCSD fees to reduce impacts to less than significant. In addition, as discussed in Chapter 3.XVII, Transportation/Traffic, the Project would incorporate DVSP Mitigation Measures Tra-1 through Tra-9, which have been incorporated into the City's standard traffic fee program required as part of the application process.

All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation. Consequently, with mitigation, the proposed Project would not result in new or an increased severity of impacts that were not addressed in the DVSP PEIR.

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Chapter 4

REFERENCES AND LIST OF PREPARERS

References

Section 15150 of the CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this IS/MND where that information is relevant to the analysis of impacts of the project.

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