Appendix B-1

City of Vista General Plan Update (Vista 2050)

VISTA 2050

GENERAL PLAN | CITY OF VISTA, CA

DRAFT



Adopted by Ordinance ####
Effective Month ##, 2026

CITY OF VISTA GENERAL PLAN 2050

This document is a draft of the City of Vista General Plan and is subject to change. It does not represent adopted City policy.



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CHAPTER 1

Introduction



1 Introduction

The City of Vista is a vibrant and diverse community located in the northern portion of San Diego County. Celebrated for its rich heritage rooted in California's early history and blessed with an idyllic climate, vibrant downtown, and range of suburban and rural living, Vista offers an unparalleled quality of life that attracts both residents and visitors year-round. The City's lively arts and cultural presence, hiking and biking trails, open spaces, unique historic charm, and small-town feel, contribute to a strong sense of community. Vista supports and values local businesses; promotes healthy living; prioritizes equity, sustainability and resiliency; and ensures a safe and welcoming environment for all.

Vista's General Plan (Vista 2050) strives to preserve its family oriented, small-town feel while guiding growth and development over the next 25 years. This comprehensive General Plan (Plan) envisions a flourishing, sustainable, and inclusive community that supports the evolving needs of its residents and businesses. Through strategic initiatives focused on enhancing infrastructure, expanding accessible housing, championing environmental stewardship, fostering economic vitality, and deepening community engagement, Vista is poised to transform its vision into reality—creating a brighter, more resilient future for all who call it home. Central to this effort is the City's unwavering commitment to equitable community engagement and equal access to participation in the preparation of the Plan, ensuring that all voices are heard and every resident has the opportunity to contribute to shaping Vista's future.

1.1 Scope and Purpose of the General Plan

Each city in California must prepare a comprehensive, long-term general plan to guide its physical development and any related land outside its boundaries. Vista's General Plan 2050 articulates the community's future goals and guides land use decisions through an organized set of policies. It defines the City's vision and establishes the means to achieve it, effectively setting the rules for development.

Vista 2050 serves as a "blueprint" for future land use, health, safety, mobility, and resource conservation decisions, considering the needs and goals of the

entire community, ensuring all areas are included in the planning process. It prepares the City of Vista for future growth and changes, providing a framework for decision-making that can adapt to evolving circumstances and priorities over time.

This General Plan covers elements such as land use, mobility, resource conservation, and public safety. All elements interconnect, creating an integrated document that reflects and guides the community's vision. Regulatory documents like the City's Zoning Ordinance and specific plans must align with the General Plan, providing specific development regulations while supporting broader long-term goals.

1.1.1 General Plan Requirements

While local authorities have power over land use decisions, State Law mandates that general plans must meet several key requirements to ensure they effectively guide community development. General Plans must be:

- **Comprehensive**: addressing all geographic areas and aspects of the community that affect its physical development. The plan must consider the needs and goals of the entire community, ensuring all areas are included in the planning process.
- **Internally consistent**: goals and policies in one element must not conflict with those in another. Internal consistency ensures the plan functions as a cohesive and unified guide for development.
- **Long-range**: designed to guide development and policy decisions over a long-term horizon.[1] This will prepare the City of Vista for future growth and changes, providing a framework for decision-making that can adapt to evolving circumstances and priorities over time.

According to State Law, the General Plan is required to address seven topics or "elements" that relate to a city's development and/or the infrastructure necessary to support the development . Those elements are land use, circulation, housing, conservation, open space, noise, and safety. Additional elements can be included to reflect local priorities. Vista 2050 incorporates all the elements required by State Law under the following headings.

Vista 2050 includes the following elements:



- Land Use & Community Identity
- Circulation & Mobility
- Resource Conservation & Sustainability
- Healthy Vista
- Noise
- Public Safety, Facilities, & Services
- Housing

1.2 Vista Profile

1.2.1 Historical Context

Northern San Diego County was originally inhabited by the Luiseño indigenous peoples, or in their original language, the Payómkawichum, who lived along the coast of southern California from present day northern San Diego County up to southern Los Angeles County.[2] Locally, they occupied the Vista area until the founding of the San Luis Rey Mission in 1798. After Mexico gained independence from Spain in the 1830's, the mission era declined, and the Mexican government handed out several land ownerships that ushered in the creation of southern California ranchos. Three ranchos were granted in the Vista area: Rancho Guajome, Rancho Buena Vista, and Agua Hedionda Y los Manos.

1 California Government Code § 65302 (West 2023).

2 Bachich, Damien (2024). The Luiseño of Southern California. California Frontier Project.



The Rancho Buena Vista Adobe structure remains as the best-preserved of the fabled land-grant ranchos. The original land grant was issued in 1845 by Governor Pio Pico to Felipe Subria, a Luiseño native and Christian convert. He later deeded it to his daughter Maria La Garcia Dunn for one dollar.

The property changed hands many times in the coming years and was subsequently sold to Cave Couts for $3,000 in 1866. The combined ranchos of Rancho Guajome and Rancho Buena Vista became the center of social activities, with ranchers coming from all over the region to attend grand parties. Couts went on to buy much more land, at one time owning over 20,000 acres. During the ensuing years, the Rancho was subjected to many boundary disputes and legal entanglements, which were eventually settled in favor of the Couts heirs.

In the 1850's the ranchos began to fade due to changing political conditions and the scarcity of water. A growing number of settlers came to the area after California became a state in 1850 and began to create smaller agricultural holdings. One settler in the Vista area, John Frazier, applied to open the first post office and after several attempts to name the city ("Frazier's Crossing" and "Buena Vista" were already taken), Frazier finally chose the name "Vista". With the opening of the first post office in 1882, Vista had officially arrived.

Inhibited by the lack of water, Vista grew slowly in the early 1910's to less than 1,000 people. Through the vote of the people in 1923, the Vista Irrigation District had the necessary funding to construct a new water supply from Lake Henshaw. New buildings in downtown sprang up almost immediately.

Agriculture began to flourish with crops such as tomatoes, celery, and citrus fruits. Some hillsides were also planted for avocados and by 1948, the City of Vista became the "avocado capital of the world."

The City was incorporated on January 28, 1963, as a general law city with council/manager form of government. The first city council was elected and appointed Joe Fotheringham as Vista's first mayor. The incorporated city limits contained approximately 19 square miles and in 1963 its population had reached over 19,000. In 1984, voters passed a law to elect future mayors, rather than through an appointment made by the elected council. Vista became a charter city in 2007, following a vote by its residents during the municipal election.

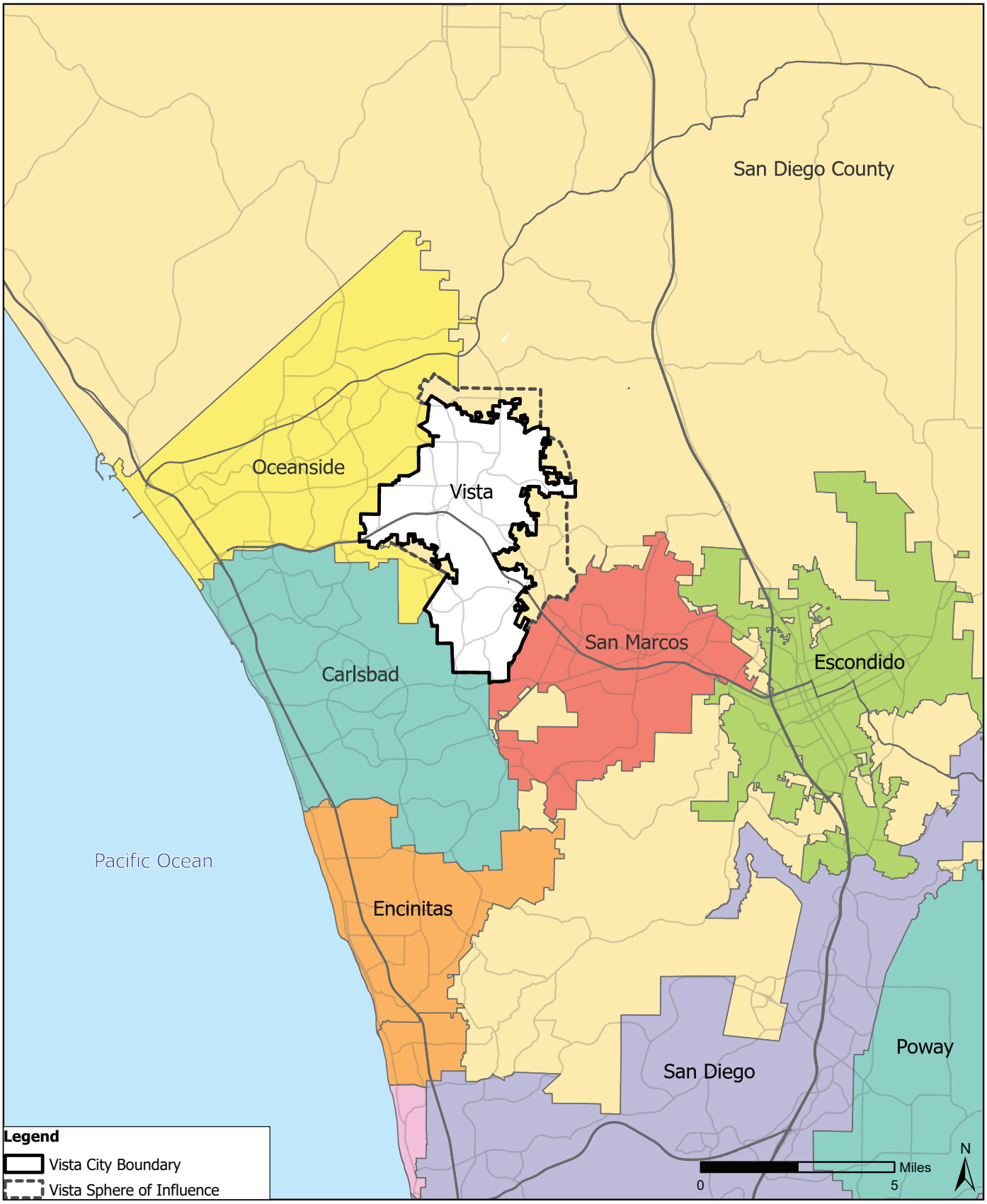
Since the 1990's, Vista has undergone major growth, especially in the downtown area. From the modification of Broadway and Main Street becoming more pedestrian oriented to the addition of decorative lighting, parking, sidewalks, and landscaping, historic downtown Vista has transformed from a high vehicle traffic area into a culturally rich city center. Recent improvements to downtown Vista have been facilitated by the City's 2015 Downtown Vista Specific Plan, which has reestablished downtown Vista as the city's commercial, social, and cultural hub.[3] The Specific Plan's vibrant and prosperous vision for downtown Vista has attracted many businesses and investors, highlighted a variety of restaurants and award winning craft breweries in downtown.[4]

1.2.2 Demographics

As of 2022, Vista was home to approximately 97,766 persons.[5] In the period between 2022 and 2050, the population of Vista is expected to grow to approximately 146,877 residents. Vista 2050 projections also show a trend towards larger household sizes in Vista. In 2022, the average household size was 2.86 persons, and by 2050, the average household size is forecasted to rise to 3.02 persons per household.[6] The City of Vista is largely built out, and most new developments will occur through infill and redevelopment of existing properties.

3 Downtown Vista (2024). Renaissance: A Look at Downtown Vista's History & Rebirth. Downtown Vista.
4 Downtown Vista (2024). https://downtownvista.org/
5 American Community Survey 1-Year Estimates (2022). Table DP05: ACS Demographic and Housing Estimates. United States Census Bureau.
6 American Community Survey 1-Year Estimates (2022). Table S1101: Households and Families. United States Census Bureau.

Figure I-1: Regional Area



Source: Esri, USGS, SanGIS, City of Vista

1.2.3 Planning Area

Regional Context

The City of Vista is located in the rolling western foothills of the San Marcos Mountains, approximately seven miles inland from the Pacific Ocean in northern San Diego County, and approximately 40 miles north of downtown San Diego, as seen in Figure I-1. It is bounded by the cities of Carlsbad and Oceanside to the west, northwest, and southwest; San Marcos to the southeast; and unincorporated San Diego County to the north and east.

City Boundaries

The City of Vista encompasses approximately 19 square miles of diverse land area. The City's boundaries include elevations ranging from 200 to 750 feet above mean sea level in its developed areas, with higher elevations reaching up to 1,200 feet at the edge of the San Marcos Mountains to the east. Vista features two major creeks, Buena Vista and Agua Hedionda, which contribute to its natural landscape. The boundaries are defined by a blend of residential, commercial, and open spaces, with major transportation routes providing crucial connectivity. This layout supports Vista's distinct suburban and semi-rural character while addressing both regional and local development needs. The City's boundaries can be seen in Figure I-2.

Sphere of Influence

A Sphere of Influence (SOI) is a tool created by a Local Agency Formation Commission (LAFCO) to designate the future boundary and service area for a city. The SOI for the City of Vista is comprised of approximately 26 square miles of unincorporated area adjacent to the city limits. The SOI borders Vista to the north and east and a small area to the west.

1.3 Relevant Planning Documents

In recognition of the fact that planning issues extend beyond the boundaries of each individual city, the General Plan must reflect coordination with relevant regional planning efforts.

Existing Conditions Report

The Existing Conditions Report (2023) provides an inventory of the existing conditions and trends within the City of Vista (City) to inform the General Plan update process. The Report analyzes and summarizes demographic characteristics, market conditions and trends, land use and community character, mobility, natural resources, community health, hazards and public safety, public infrastructure, and other conditions in Vista. The information present in each category underlines the issues and opportunities present in Vista as well as identifies key findings. The findings serve as the basis for policy development and land use recommendations in the General Plan which guide development, reinvestment, and identify potential areas for growth of housing, employment, industry, transportation, and recreation in Vista. Additionally, the Report is intended to facilitate a discussion amongst community stakeholders, City staff, and decision makers that will inform and shape recommendations for future development within Vista.

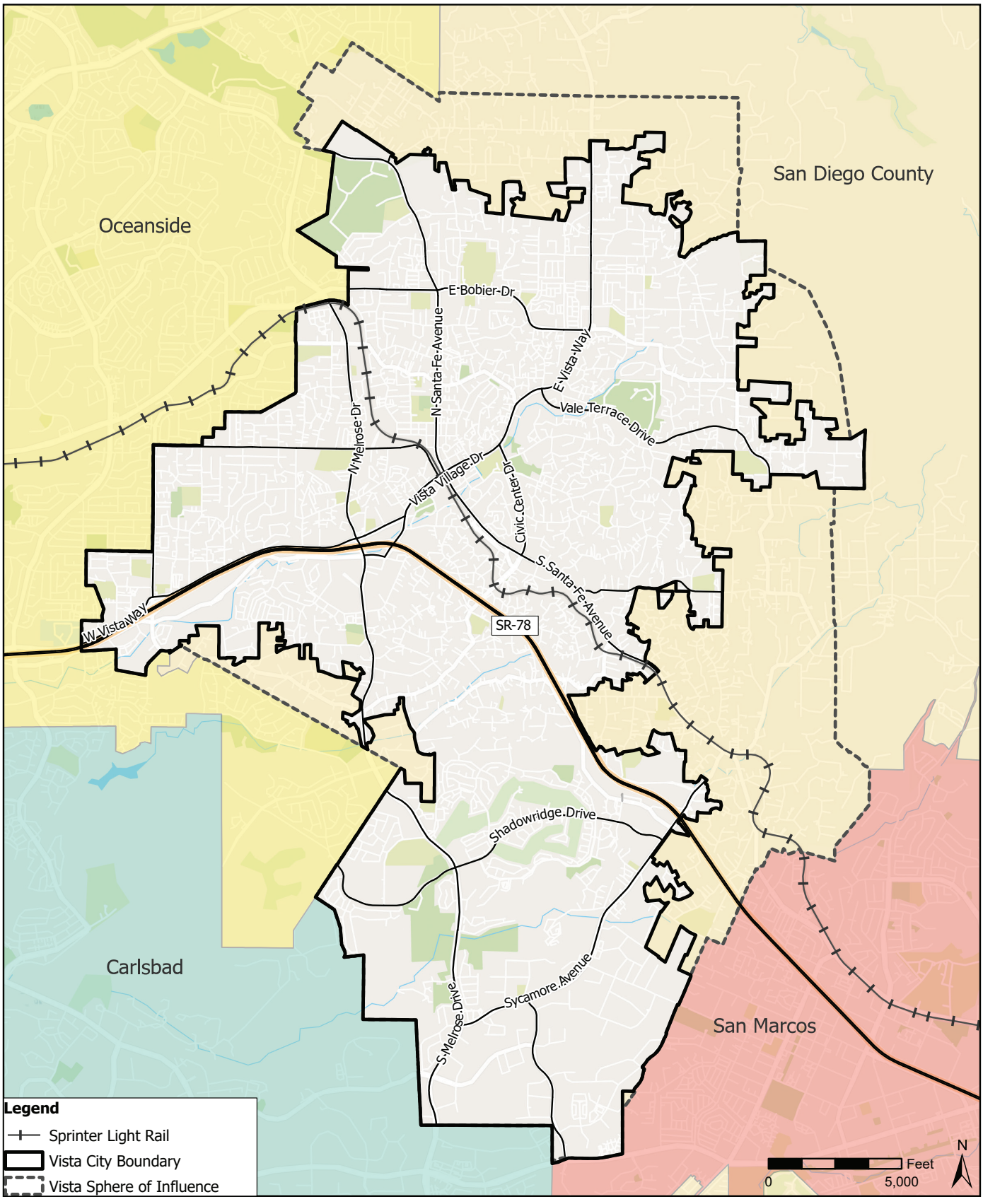
SANDAG 2021 Regional Plan

The San Diego Association of Governments (SANDAG) serves as the regional planning authority for San Diego County. SANDAG's most recent Regional Plan, known as the 2021 Regional Plan, establishes a vision and planning framework for the region's development through 2050. This plan outlines strategies for transportation, land use, housing, environmental sustainability, and economic development. The 2021 Regional Plan emphasizes enhancing quality of life through improved air and water quality, habitat preservation, and smart growth practices that promote compact, transit-oriented, mixed-use development. It also addresses regional and binational issues, providing a foundation for allocating federal and state funds for transportation and other infrastructure needs. Additionally, SANDAG coordinates the Regional Housing Needs Allocation (RHNA), setting housing requirements for municipalities across the region.

Multiple Habitat Conservation Plan

The City of Vista is part of the Multiple Habitat Conservation Program (MHCP), a regional conservation effort coordinated by SANDAG to protect diverse plant and animal species in northwestern San Diego County, encompassing the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The MHCP aims to establish a regional reserve system protects native habitat lands and their associated biota as well as delegate guidelines for growth in less sensitive areas. Implementation of the MCHP can only occur through

Figure I-2: City of Vista Boundaries



Source: Esri, USGS, SanGIS, City of Vista

approved subarea plans, and currently Carlsbad is the only city who has obtained an approved subarea plan. The City of Vista does not have an approved MCHP subarea plan nor draft plan since the city is almost entirely developed, and because the provisions of the MCHP are carried out in Vista 2050. Details surrounding environmental stewardship in Vista as well as goals and policies to implement the principals of the MCHP are included within the Resource Conservation and Sustainability Element.

Agua Hedionda Watershed Management Plan

The Agua Hedionda Watershed Management Plan is a regional plan developed through a grant that outlines a plan to enhance water quality, preserve sensitive biological habitat, improve hydrology, and provide for mitigation/enhancement opportunities within the Agua Hedionda watershed. The Agua Hedionda watershed includes the southern portion of the City of Vista, and portions of the cities of Carlsbad, Oceanside, San Marcos and the unincorporated County of San Diego.

Environmental Impact Report

The Program Environmental Impact Report (PEIR) for Vista 2050 ensures that Vista 2050 complies with the California Environmental Quality Act (CEQA). The PEIR was prepared as defined in the CEQA Guidelines Section 15168 which states that a PEIR may be prepared on a series of actions that are characterized as one large project through reasons of geography; as logical parts in the chain of contemplated actions; in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or where individual activities will occur under the same regulatory process and having generally similar environmental impacts that can be mitigated in similar ways (14 CCR 15168(a)(1-4)). Therefore, a PEIR is appropriate for Vista 2050 because the General Plan Update would result in the adoption of future projects and actions consistent with Vista 2050. These future projects and actions would be considered in light of the PEIR and would be evaluated for consistency with the land use and policy framework evaluated throughout the PEIR.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the Environmental Impact Report for subsequent activities or implementing actions, provided it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the City, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed in the PEIR, the City can approve the activity as being within the scope covered by the Vista 2050 PEIR and no new environmental documentation would be required (14 CCR 15168(c)(2)). These future projects could be evaluated in a streamlined manner consistent with CEQA Guidelines Sections 15162, 15164, and/or 15183. CEQA Guidelines Section 15183 allows projects consistent with the development density established by existing zoning, community plan, or General Plan policies for which an EIR was certified to not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. After the adoption of plans and/or plan amendments, future project-specific development consistent with those plans and/or plan amendments may be proposed. These future site-specific development projects may also be evaluated in accordance with CEQA Guidelines Sections 15152, 15153, 15162, 15163, 15164, 15168, and 15183 provided they are consistent with the General Plan. Where future development is proposed within an area subject to a land use plan that has been amended for consistency with Vista 2050, those specific development projects must demonstrate consistency with Vista 2050 and/or applicable zoning, but could be allowed to tier from the PEIR as it contemplates both future plan amendments, policy changes, and future development consistent with the Vista 2050.

The PEIR was created through an in-depth environmental analysis, incorporating a review of existing planning and environmental studies, growth projections, and land use plan.

Climate Action Plan

The City adopted its first Climate Action Plan (CAP) in 2012 which outlined strategies to reduce GHG emissions within the City to respective targets the State had set at that time. With the implementation of strategies and measures identified in the 2012 CAP, the City successfully reduced emissions citywide. An update to the CAP was completed in 2021 and includes an updated 2030 GHG emissions reduction target to ensure the City aligns with the state's goal of reducing emissions to 40 percent below 1990 levels, as required by Senate Bill 32. Similar to statewide trends, the majority of the City's GHG emissions are attributed to on-road transportation (49 percent),

followed by electricity generation (31 percent). City-specific measures outlined in the 2021 CAP, together with statewide programs and regulations, work to ensure that emissions of GHGs continue to decline within the City. The City anticipates undertaking a future CAP update to ensure continued aligning local climate strategies with evolving State requirements and best practices. This General Plan incorporates and is fully consistent with the City's CAP.

1.4 General Plan Update and Engagement Process

1.4.1 Community Engagement

The City of Vista strives for inclusive and transparent outreach, ensuring that all community members have the opportunity to participate and contribute to shaping the city's future. Community engagement was a fundamental component of Vista 2050. Extensive efforts were made to reach a broad spectrum of the community. The input and ideas gathered throughout the project process directly informed major components of this Plan, in particular the "guiding vision" and the "preferred land use plan". Elements of the community engagement process are listed below:

Pop-Up Events

Three pop-up events were held at various phases of Vista 2050 to provide additional opportunities for residents to provide their input. These events were strategically held at popular community locations to reach residents who might not typically attend formal meetings or workshops. Each pop-up event was designed to be interactive and accessible, providing residents with the opportunity to learn about the project, share their thoughts, and offer feedback on different aspects of the plan.

- City Block Party – October 14, 2023
- Festival of Arts – October 21, 2023
- Strawberry Festival – May 26, 2024

Project Website

Vista2050.com was launched in January 2023. It was an interactive online platform designed to support and enhance community engagement for Vista 2050. This website served as a central hub for information, updates, and resources related to the planning process. It provided residents with easy access to project deliverables, meeting schedules, and announcements. The website provided several opportunities for residents to provide input on several phases of the project including visioning and the Notice of Preparation Scoping.







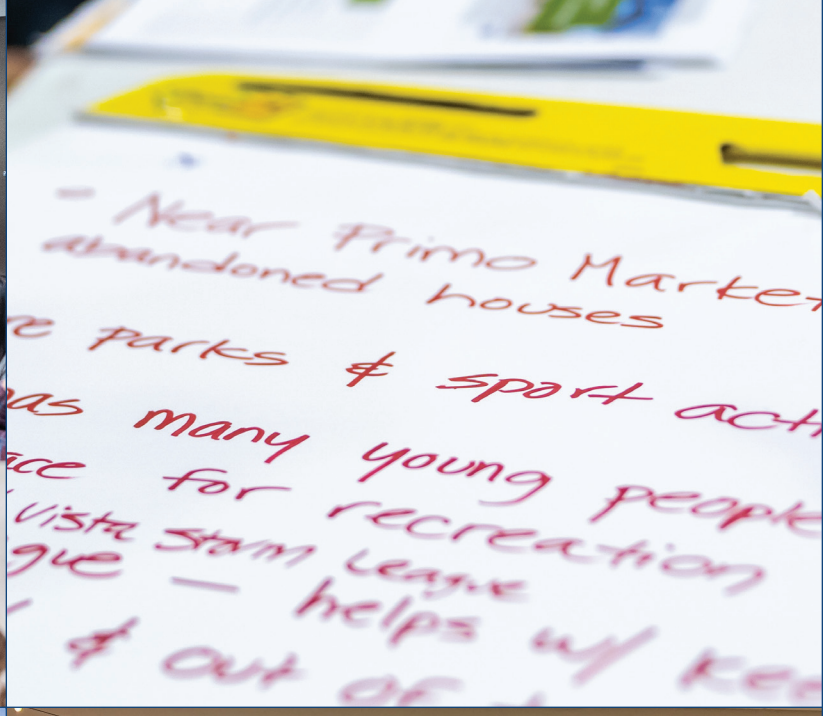
Welcome to Vista 2050!

Community Workshops

The Vista General Plan Update included three (3) Workshop Series, one series for each key phase of the project. Each Workshop Series included four (4) workshops, all with the same program, held over a one-week period. One workshop was hosted in each of the City Council District. Three of the four workshops were predominantly catered towards English speaking participants with translation services available, and one workshop was presented entirely in Spanish. The material presented was the same for each meeting in the series.

Workshop Summaries were created and shared following each of the Workshop Series to summarize




- Near Primo Market
abandoned houses
parks & sport act
as many young people
for recreation
vista soccer league
helps w/ k




EXIT


USOS DE SUELO ALTERNATIVOS
WEST VISTA WAY Y NOR
Condiciones Existentes - Plan General (2030)
USOS DE SUELO ALTERNATIVOS
CIVIC CENTER DRIVE Y SOUTH SA
Condiciones Existentes - Plan General (2030)
Alternativa de Crecimien
Designación de Uso de Suelo Propuesta:
Uso Mixto - Corredor



The Vista General Plan Update included three (3) Workshop Series, one series for each key phase of the project:

- Workshop Series #1 - Establishing the Vision
- Workshop Series #2 – Land Use Alternatives
- Workshop Series #3 – Draft General Plan



input and pull-out key themes. The purpose of each series is described below:

- **Workshop Series #1 - Establishing the Vision**

The Establishing the Vision series was the first community outreach effort for Vista 2050 which introduced the General Plan Update to the community, outlined context to the General Plan Update, presented the results of the Existing Conditions Report conducted for the General Plan Update, and lead a visioning session to inform the development of the vision statement.

- **Workshop Series #2 – Land Use Alternatives**

The second series, Land Use Alternatives, presented the two draft Land Use Alternatives proposed for the General Plan Update. The two alternatives, Intermediate Growth Alternative and Sustainable Focused Growth Alternative, were compared and the community input received worked to establish the Sustainable Focused Growth Alternative as the 'Preferred Alternative'. Choosing a 'Preferred Alternative' could then be studied in greater depth for the Environmental Impact Report (EIR).

- **Workshop Series #3 – Draft General Plan**

[To be completed following completion of third/final workshop series.]

1.4.2 City Council Updates

Throughout the Plan Update process, Vista City Council was kept up to date on project activities and deliverables through regular updates. These updates provided Council with an opportunity to provide important context and direct the project team as needed. Council updates were held in June 2022, April 2023, and May 2024.

1.4.3 Developing Vista 2050 Goals and Policies

The development of the goals and policies for Vista 2050 was guided by a focused and strategic approach. Instead of overhauling the existing 2030 General Plan, the effort centered on auditing and refining the goals and policies to ensure they align with Vista's vision for 2050. This process involved a thorough evaluation of each General Plan Element and the land use plan, assessing the relevance, effectiveness, and compliance of current policies. Additional revisions were made to add goals and policies to address and incorporate recent legislative changes and statutory General Plan requirements.

Key issues and opportunities were identified, including legislative changes, evolving community needs, and the importance of maintaining Vista's unique character. Through collaboration with City staff and input from the community, a clear direction emerged. The result is a set of goals and policies designed to drive Vista's growth and vitality, fostering job creation, business development, sustainability, community unity, and targeted increasing of mixed use density consistent with the direction of the City's adopted Climate Action Plan. This comprehensive yet targeted approach ensures that Vista's future is shaped by informed, strategic decisions that reflect both the community's aspirations and the realities of the present.

1.5 Community Vision

The Vision for the City of Vista forms the basis for the goals and policies of Vista 2050. It reflects the expression of aspirations and priorities of the Vista community for the City's future as shared and compiled through extensive conversations and feedback from community members received throughout the process.



1.5.1 Vision Statement

The City of Vista is a vibrant, inclusive, and forward-thinking community that values diversity, fosters opportunities for all residents, and connects everyone meaningfully. We aim to preserve our unique community character, rural areas, and existing neighborhoods while focusing growth in urban areas. By ensuring equitable access to resources, civic engagement, parks, education, and a variety of housing types, including affordable options, we enhance the well-being of our community. Our lively downtown and thriving commercial centers offer unique entertainment, art, culture, and a wide range of goods and services. Through careful planning, we prioritize safety, integrate technology, and promote healthy living with pedestrian and bicycle infrastructure. Vista is a welcoming destination for visitors, new residents, and businesses, creating a dynamic and resilient city for all.

1.5.2 Opportunity Areas

A fundamental strategy for Vista 2050 to achieve this vision is a focus on distinct, targeted areas that are ripe for change and thus present unique opportunity to catalyze transformational growth. These Opportunity Areas will promote redevelopment through revitalization of aging or underutilized properties, infusion of mixed use development, and enhancement of the public realm.

Downtown Vista	the heart and soul of the community
East Vista Way	a major transportation corridor
West Vista Way	a major freeway commercial corridor
North Santa Fe Avenue	a focal neighborhood node
South Santa Fe Avenue	an active corridor supporting Vista's downtown

1.6 General Plan Organization

Vista 2050 includes the seven state-mandated elements organized unique to Vista's needs and priorities and incorporates additional topics of local importance. The General Plan organization is as follows:

1 – Introduction

This chapter outlines the purpose and scope of the General Plan; provides a community profile; outlines the process undertaken to update the General Plan; outlines the community vision for the General Plan and provides details about the General Plan's organization.

2 – Land Use & Community Identity Element

This Element designates the general distribution and intensity of uses of land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses. It functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development for the City at buildout. Land Use and Community Identity policies are combined in this element to demonstrate the City's value and commitment to preserving and enhancing the unique character treasured by Vista's residents. This Element is the most used and visible of the elements, and its goals and policies relate directly to each of the other Elements.

3 – Circulation & Mobility Element

This Element addresses major thoroughfares, transportation routes, public transportation, bicycle, hiking, and pedestrian routes and facilities to move people and goods locally and regionally. The primary purpose of the Circulation & Mobility Element is to define transportation needs through the Mobility plan and to ensure policies that safely and efficiently accommodate future growth. This Element also emphasizes the integration of multi-modal transportation options, promoting a balanced network that encourages walking, biking, and public transit use alongside traditional vehicular traffic. This Element directly supports the Land Use and Community Identity Element.

4 – Resource Conservation, Open Space & Sustainability Element

This Element combines the required Open Space and Conservation Elements and emphasizes the City's commitment to operate and grow in a sustainable manner mindful of the way resources are managed, protected, used, and conserved. A broad array of closely interrelated topics is addressed, including air quality and climate change; water resources and biological resources; open space, parks, recreation and trails; cultural, historical, and paleontological resources; and energy and waste management. It relates to each of the other Elements, in particular the Land Use and Community Identity Element; Healthy Vista Element; and Public Safety, Facilities, and Services Element.

5 – Healthy Vista Element

The purpose of this Element is to foster community health and well-being in Vista and provide a strategy to incorporate health considerations into the City's policies, programs, decisions, and development activities, in recognition of the relationship between public decisions, the built environment, and health outcomes. Due to the broad and interdisciplinary nature of health issues, this Element directly relates to each of the other General Plan elements.

6 – Noise Element

The purpose of this Element is to limit the exposure of the community to excessive noise levels. It is used to guide decisions concerning land use and the location of major noise sources, which in Vista are primarily new roads, railroads, and transit facilities because these are common sources of excessive noise levels. This element directly supports the Land Use and Community Identity, Housing, and Circulation & Mobility Elements.

7 – Public Safety, Facilities & Services Element

The purpose of this Element is two-fold and complementary: (1) to identify and reduce the risk to life and property from natural and human made hazards in or near the City that pose potential danger to the safety and welfare of the community; and (2) to ensure that public facilities and services support the existing and planned future development within Vista, and are provided in an efficient, cost-effective, and environmentally sustainable manner that are considered as an integral part of the City's development review and decision-making process. The topics addressed in this element overlap directly with those mandated in the Land Use and Community Identity and Resource Conservation and Sustainability Elements.

8 – Housing Element

The 2021-2029 Housing Element was adopted in June 2021 and is published separately from Vista 2050. The Housing Element, unlike the other mandatory Elements, is subject to detailed statutory requirements regarding its content and is also subject to mandatory review by the California Department of Housing and Community Development. It requires the City to adequately plan to meet its existing and projected housing needs including Vista's share of the regional

housing need. Vista's land use plans must provide opportunities for housing development for all income groups. The Housing Element is directly supported by the Land Use and Community Identity Element.

9 - Implementation

This chapter serves as the guideline for the successful implementation of Vista 2050 by outlining priority areas for initiatives, how resources will be dispersed, and how various departments and agencies will coordinate with each other to ensure effective implementation. It designates authority to different areas of General Plan implementation, organizing responsibilities among City Council, Planning Commission, and the Planning Department.

Glossary

The glossary provides definitions of key terms and defines important acronyms that are featured throughout Vista 2050. The glossary aims to improve usability and understanding of the document for all users.

1.6.1 Element Structure

Each element will include background to establish the context of the element. This will be followed by the element's goals, policies, and actions form a hierarchical framework to guide implementation. The goals will set the direction, while the policies provide the guidelines and principles for implementation. This hierarchical structure ensures that planning efforts are strategic, cohesive, and directed towards achieving measurable outcomes that benefit the community.

Each goal and policy is marked with an (E), (R), or (N), which represent an Existing, Revised, or New goal or policy, respectively. An existing goal or policy refers to a goal or policy carried forward from the 2030 General Plan without change. Similarly, a revised goal or policy is based on the 2030 General Plan but has been modified to address current needs. A new goal or policy is a goal or policy that has been developed specifically for Vista 2050 General Plan.

Goals are broad, overarching statements that articulate the long-term vision and desired outcomes for a community or project.

Policies are clear and measureable directives that outline how the goals will be achieved. They provide detailed guidance and criteria for decision-making, helping to implement the goals through practical measures.

RCS-2.0 Support the implementation of the City of Vista's Climate Action Plan (CAP)

RCS-2.1 Update the City's Greenhouse Gas Emissions Inventory periodically to incorporate latest best practice and to assess progress.

RCS-2.2 Continue Public Outreach efforts to increase public awareness of climate change and climate protection challenges.

RCS-2.3 Encourage City bidding, contracting, and purchasing practices and standards to support reductions in GHG emissions, including preferences for energy- efficient equipment and the use of recycled materials and manufacturers that have implemented green management practices; encourage other public agencies and private businesses within Vista to do the same, when feasible.

1.6.2 How to Use the General Plan

The General Plan is intended for the use of all community members, stakeholders, and city officials. It acts as a foundational document for guiding growth and development within a community.

1. **Vision**: These goals reflect the community's desired future state, encompassing aspects like land use, transportation, housing, and environmental stewardship.
2. **Reference for Decision-Making**: For city officials, developers, and community members, the General Plan provides a reference point for decision-making. It outlines policies and guidelines that shape development proposals, ensuring they align with long-term community interests.
3. **Project Evaluation**: When evaluating development projects or proposals, refer to the General Plan to assess their compatibility with land use designations, circulation plans, environmental sustainability goals, and community design standards.
4. **Policy Advocacy**: Community members can use the General Plan to advocate for policies that support their interests, whether it's affordable housing, environmental protection, or improved public amenities. Understanding the plan's policies empowers stakeholders to engage in meaningful discussions and decision-making processes.
5. **Long-Term Planning**: Use the General Plan as a tool for long-term strategic planning. It provides a framework for anticipating future growth, infrastructure needs, and environmental considerations, helping to shape sustainable development practices.

All maps included in this General Plan are also available on the City's online map viewer, which provides parcel-specific information: City of Vista Map Viewer.



1.6.3 Element Guide

The guide below demonstrates how the topics are inter-related across elements.

Identified in Statue

Related

Table I-1: Element Guide

Elements	Land Use	Circulation & Mobility	Resource Conservation	Healthy Vista	Noise	Public Safety, Facilities, and Services	Housing
Topic							
Air Quality							
Airports							
Bicycle and Pedestrian Routes							
Biological Resources, Open Spaces, and Parks							
Climate Change, Resiliency, and Adaptation							
Community Character and Identity							
Community Involvement							
Density							
Diversity, Inclusion, and Social Equity							
Economic Vitality							
Education							
Emergency Preparedness and Medical Services							

Elements	Land Use	Circulation & Mobility	Resource Conservation	Healthy Vista	Noise	Public Safety, Facilities, and Services	Housing
Topic							
Environmental Justice							
Flooding							
Food Access							
Health							
Housing							
Land Use							
Noise							
Regional Transportation							
Utilities and Infrastructure							
Water Quality and Supply							
Wildfire							

2

CHAPTER 2

Land Use & Community Identity Element



2 Land Use and Community Identity

The foundation of effective planning lies in sound and intentional land use decisions. The Land Use Element of a General Plan should reflect the community's vision, ensuring a thoughtful and equitable distribution of residential, commercial, industrial, agricultural, and open space land uses. The Land Use and Community Identity Element integrates with other General Plan elements to enhance public health, reduce infrastructure costs, boost the local economy, and tackle environmental challenges like climate change and water management.

The City of Vista has been experiencing transformational growth and development during the past several years which will ultimately redefine the community. Recent investments and the City's numerous planning efforts have spurred important changes and developed forward momentum. The City is shifting and evolving from a traditional distributed pattern of development to a concentrated growth plan as it focuses growth towards the established downtown area and transportation corridors and repurposes underutilized land uses.

2.1 Vista's Land Use and Community Identity

2.1.1 Existing Land Use

Vista features diverse demographics, culture, and development patterns. The City blends urban areas with open spaces and natural vegetation, featuring significant creeks and open spaces valuable for recreation and environmental health. Two main transportation routes, State Route-78 (SR-78) and the SPRINTER, connect the community to Oceanside and Escondido, offering opportunities for higher density development.

The City of Vista features a variety of residential land uses, ranging from extremely low-density, large-lot single-family homes to high-density, multi-family developments like apartments and townhomes. Rural residential areas primarily located outside city limits promote agricultural uses and minimize environmental impacts on hillsides. Open Space Residential preserves the rural character and topography, while low, medium, and high-density designations cater to single-family homes and higher-density developments,

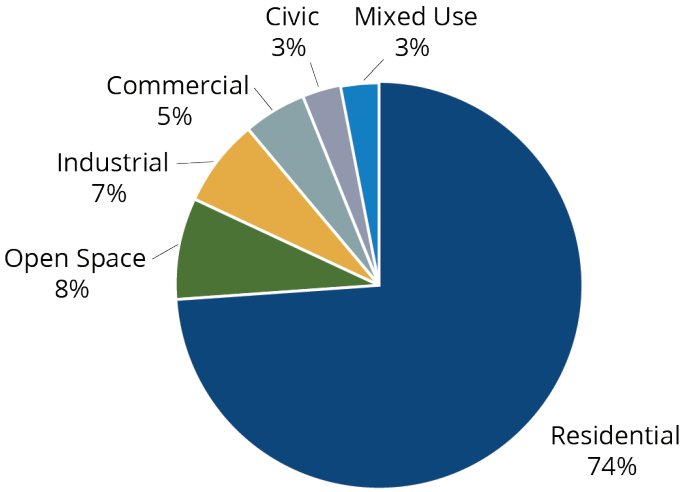
especially near transit corridors. Commercial land uses support a range of businesses from neighborhood services to broader commercial activities, with ongoing opportunities for redevelopment. Mixed-use areas, especially downtown, integrate living, working, and shopping. Industrial zones accommodate general and light manufacturing, with the Vista Business Park offering further economic development potential. Civic uses include public facilities, while open spaces and parks provide recreational opportunities. The Biological Preserve Overlay conserves natural habitats throughout the City. Percentage of existing land use is shown in Figure LUCI-1.

2.1.2 Sphere of Influence

The City of Vista's Sphere of Influence (SOI) encompasses the area immediately surrounding its current city limits, representing the region where Vista may potentially expand its jurisdiction and services in the future. This area includes unincorporated lands of County of San Diego that are influenced by the City's growth, infrastructure, and development policies.

The SOI consists of a mix of land uses that reflect its transition from suburban to rural environments. The area includes residential neighborhoods, ranging from low-density single-family homes to semi-rural properties, as well as agricultural land, open space, and pockets of commercial and industrial uses. These characteristics highlight the area's diversity, with some sections still maintaining agricultural activities and large lot developments, while others are poised for potential urbanization as the City grows.

Figure LUCI-1: Existing Land Use (Percentage of Total Acreage)



2.2 Land Use Framework

Vista 2050 presents a land use framework that maintains existing land uses in most areas of the City, while focusing mixed use with higher density and intensity growth along underutilized corridors and major intersections in proximity to mass transit and within the downtown area. This land use framework will allow greater flexibility for the development of mixed-use projects at higher intensities in intentionally focused areas of the City, where development is to be directed.

2.2.1 Land Use Plan

The Land Use Plan, as shown on Figure LUCI-2, will guide the development, maintenance, and improvement of land and properties within the City and SOI through the horizon year 2050. The Land Use Plan was developed using the community's long-range vision, the development potential and opportunities, and constraints identified in the existing conditions analysis.

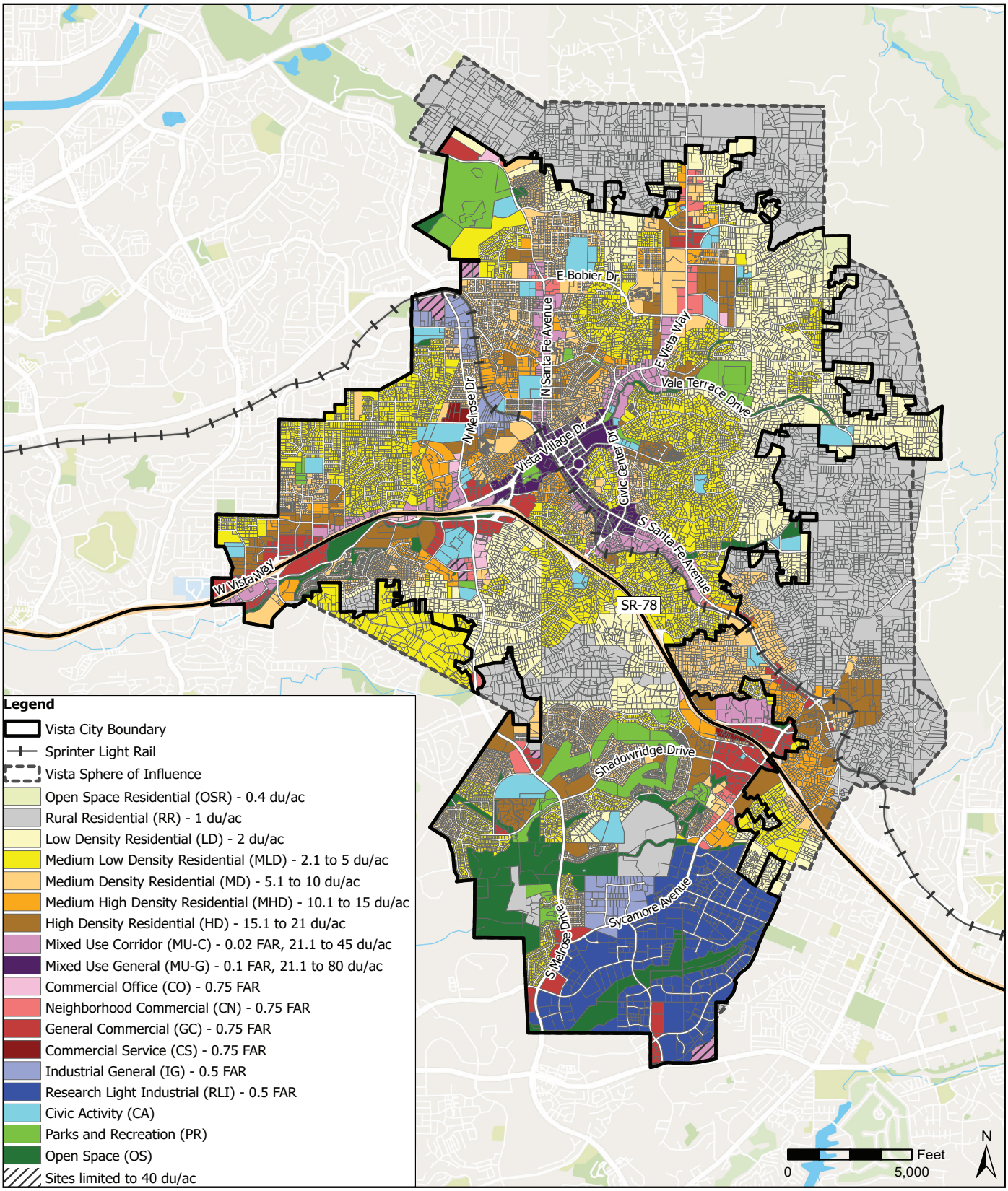
2.2.1.1 Land Use Designations

The land use designations depicted on the Land Use Plan (Figure LUCI-2) identify the type and nature of development allowed for a particular location. The land use designations define the extent to which the land use types can be developed (i.e. the density and intensity).

Density is used for residential uses and refers to the development capacity of residential land; it is described in terms of dwelling units per acre of land (du/ac). The density standard that is applied to the various land use designations controls the maximum number of dwelling units that can be constructed on a parcel. The land use densities in this General Plan are calculated based on the gross acreage of private property. Gross acreage refers to the total land area of private parcels, excluding public right-of-way, streets, parks, steep slopes, and other non-developable areas, as opposed to net acreage which refers to the entire land area within the designated boundary including public and private.

Intensity refers to the extent of non-residential development on a lot and is often expressed as Floor Area Ratio (FAR). FAR is determined by dividing the gross floor area of all non-residential buildings on a lot by the area of the lot. While density standard controls

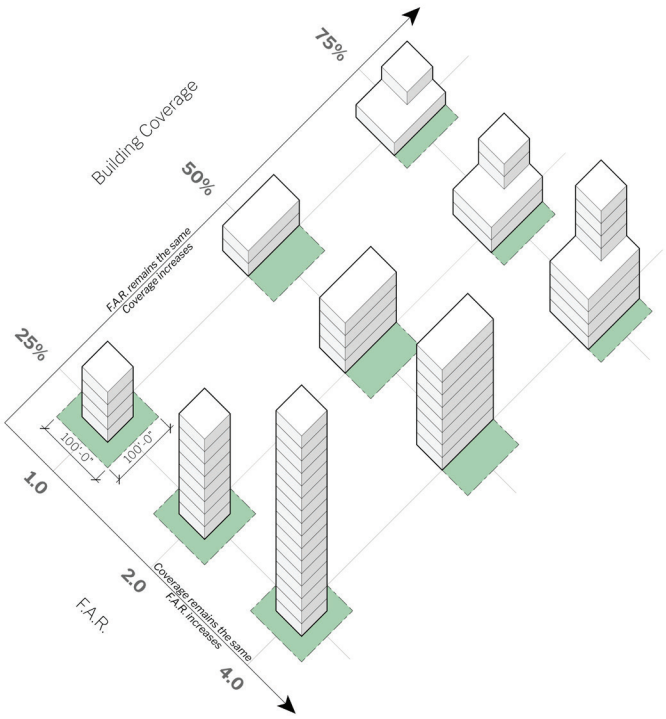
Figure LUCI-2: General Plan Land Use Plan



Source: Esri, USGS, SanGIS, City of Vista

the maximum number of allowable dwelling units on a lot, FAR controls the maximum allowable intensity, or square footage, on a lot. A visual demonstration of FAR is depicted in Figure LUCI-3.

Figure LUCI-3: Floor Area Ratio Diagram



Residential Uses

Rural Residential (RR) – 1 du/ac. The Rural Residential land use category is intended to enhance and preserve rural atmosphere by lessening negative impacts on environmental, geologic, and hydrologic land features, and by protecting the integrity of Vista's hillside areas. The RR land use category includes extremely low density, large lot, single-family residential uses and non-habitable accessory structures for agricultural and limited animal husbandry land uses. The maximum dwelling unit density will be based on the following criteria:

- Slope of up to 15 percent shall be a maximum density of one dwelling unit for each 1.0 gross acre.
- Slope of 16 percent up to 25 percent shall be a maximum density of one dwelling unit for each 1.5 gross acres.
- Slope of 26 percent up to 50 percent shall be a maximum density of one dwelling unit for each 2.0 gross.
- Slope in excess of 50 percent shall be a maximum density of one dwelling unit for each 4.0 gross acres.
- The maximum dwelling unit density permitted on a single development site shall be computed by summing (adding) the maximum number of dwelling units permitted in each slope classification on a project site. Where a fractional number of dwelling units is the result of any calculation, the number shall be rounded down to the nearest whole number.

The zoning districts that are considered consistent with the RR designation are: Specific Plan Implementation (SPI), Open Space (O), Open Space Residential

Table LUCI-1: Land Use Summary Table

Land Use Designation	Maximum Density	Acres
Rural Residential (RR)	1 du/ac	3,687
Open Space Residential (OSR)	0.4 du/ac	93
Low Density Residential (LD)	2 du/ac	1,901
Medium Low Density Residential (MLD)	5 du/ac	2,528
Medium Density Residential (MD)	10 du/ac	1,534
Medium High Density Residential (MHD)	15 du/ac	561
High Density Residential (HD)	21 du/ac	651
Mixed Use Corridor (MU-C)***	0.02 FAR* 45 du/ac	428
Mixed Use General (MU-G)***	0.1 FAR** 80 du/ac	183
Commercial Office (CO)	0.75 FAR	41
Neighborhood Commercial (CN)	0.75 FAR	105
General Commercial (GC)	0.75 FAR	398
Commercial Services (CS)	0.75 FAR	24
Industrial General (IG)	0.5 FAR	205
Research Light Industrial (RLI)	0.5 FAR	854
Civic Activity (CA)		384
Parks and Recreation (PR)		497
Open Space (OS)		623
	TOTAL	**14,697**

**The 0.02 FAR is intended to accommodate a significant level of residential development yet ensure provision of commercial with the intent for that commercial to be focused at major nodes.*

*** The 0.1 FAR is intended to accommodate a significant level of residential development yet ensure provision of commercial to support an active and vibrant ground-floor street presence.*

**** Unless a fiscal impact analysis demonstrates that commercial is infeasible for the whole development project.*

(OSR), Planned Residential Development (PRD), and Agricultural (A-1). The maximum density cannot exceed that specified in the criteria described above.

Open Space Residential (OSR) – 0.4 du/ac. The intent of the Open Space Residential land use designation is to preserve and maintain the integrity of hillside topography, preserve rural character, and allow animal husbandry and other agricultural uses along with rural residential uses. Maximum dwelling unit density is determined based on the following criteria:

- Average slopes of up to 25 percent shall be based upon a maximum density of one dwelling unit for each 2.5 gross acres.
- Average slopes in excess of 25 percent shall be based upon a maximum density of one dwelling unit for each 5.0 gross acres.

The zoning districts that are considered consistent with the OSR designation are: Specific Plan Implementation (SPI), Open Space (0), Open Space Residential (OSR), and Planned Residential Development (PRD).

Low-Density (LD) – 2 du/ac. The Low-Density residential land use designation includes large-lot, single-family residential development with low building coverage to enhance the semi-rural residential character of the community. Urban agricultural uses are allowed to promote local food production, subject to conditions in the Zoning Code. Non-habitable structures ancillary to the support of agricultural or animal husbandry uses are allowed where permitted under zoning regulations subject to minimum acreage limitations.

The zoning districts that are considered consistent with the LD designation are: Specific Plan Implementation (SPI), Open Space (0), Planned Residential Development (PRD), Agricultural (A-1), Estate (E-1), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

- Maximum 2.0 dwelling units per gross acre.

Medium Low Density (MLD) – 2.1 to 5.0 du/ac. The Medium Low Density residential land use designation includes single-family residential development with a traditional residential neighborhood character.

The zoning districts that are considered consistent with the MLD designation are: Specific Plan Implementation (SPI), Open Space (0), Planned Residential Development (PRD), Estate (E-1), Residential (R-1), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

- Density between 2.1 and 5.0 dwelling units per gross acre.
- Minimum lot size for new parcels is no less than 10,000 square feet.

Medium Density (MD) – 5.1 to 10 du/ac. The Medium Density residential land use designation includes small lot single-family residential development and low density multi-family residential development such as duplexes, row homes, townhomes, apartments, and condominiums. Medium density multi-family residential development is appropriate in certain locations, such as along transit corridors, to provide transition buffer between single-family neighborhoods and higher intensity uses, and/or to protect natural topographic and environmental features. Multi-family residential development must be designed to be compatible with adjacent development, such as through clustering and providing large, landscaped buffers between adjacent uses, and must provide sufficient open space to balance the developed areas of the site.



The zoning districts that are considered consistent with the MD designation are: Specific Plan Implementation (SPI), Open Space (0), Planned Residential Development (PRD), Residential (R-1), Residential (R-1-B), Multi-Residential (R-M), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

- Density between 5.1 and 10 dwelling units per gross acre.

Medium High Density (MHD) – 10.1 to 15 du/ac. The Medium High Density residential land use designation allows medium-high density, multi-family residential development, including duplexes, "patio homes," townhomes, and apartment-style development. Multi-family residential development can be used to provide transition buffer between single-family neighborhoods and higher intensity uses and should be compatible with adjacent land uses and must be designed to be sensitive to surrounding neighborhoods by providing adequate buffers and open space.

The zoning districts that are considered consistent with the MHD designation are: Specific Plan Implementation (SPI), Open Space (0), Planned Residential Development (PRD), Residential (R-1-B), Multi-Residential (R-M), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

- Density between 10.1 and 15 dwelling units per gross acre.

High Density (HD) – 15.1 to 21 du/ac. The High Density residential land use designation is intended to provide greater development opportunities near transit stations, along major transportation routes and within walking distance to shopping centers, entertainment precincts and employment opportunities. The High Density designation allows a range of high density, attached multi-family housing types in the form of patio homes, townhouses, and apartments and condominium-style development. Multi-family residential development should be supported by multi-modal mobility facilities and shall include common open space and recreational amenities. It should be compatible with adjacent land uses and must be designed to be sensitive to surrounding neighborhoods by providing adequate buffers and open space.

The zoning districts that are considered consistent with the HD designation are: Specific Plan Implementation (SPI), Open Space (0), Planned



Residential Development (PRD), and Multi-Residential (R M), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

- Density between 15.1 and 21 dwelling units per gross acre.

Mixed-Use

Mixed Use Corridor (MU-C) – 0.02 FAR or 45 du/ac. The intent of the Mixed Use Corridor land use designation is to realize development potential along the City's main transportation corridors. These corridors could successfully support a combination of integrated uses to better utilize land and activate the corridor. The designation allows a range of uses, including multi-family residential, retail, offices, and service-related businesses. Buildings should be located along and oriented toward street frontages and designed to promote pedestrian interest through architectural design, landscaping, and other design features, and with retail, restaurant, or other active uses located at the street level. Uses may be mixed "vertically" (a combination of two or more individual uses on separate floors within a building) or "horizontally" (a combination of two or more individual

uses in separate buildings) on a single site or on adjacent parcels.

- Minimum of 0.02 FAR, or a minimum of 2 percent of the site accommodating retail commercial, services, and office including ground floor leasing office unless a fiscal impact analysis demonstrates that commercial is infeasible for the whole development project.
- The 0.02 FAR is intended to accommodate a significant level of residential development yet ensure provision of commercial with the intent for that commercial to be focused at major nodes and/or, unless a fiscal impact analysis demonstrates more commercial is feasible.
- Density between 15.1 and 45 dwelling units per gross acre.
- Sites noted on Figure LUCI-2 with cross-hatching are limited to a maximum residential density of 40 dwelling units per acre.

Mixed Use General (MU-G) - 0.1 FAR or 80 du/ac. The Mixed Use General land use designation is intended to facilitate redevelopment of underutilized commercial areas and bring vibrancy to high activity areas through integration of a wide variety of commercial retail and entertainment, office, civic, and residential uses. Buildings should be located along and oriented toward street frontages and designed to promote pedestrian interest through architectural design, landscaping, and other design features, and with retail, restaurant, or other active uses located at the street level. Uses may be mixed "vertically" (a combination of two or more individual uses on separate floors within a building) or "horizontally" (a combination of two or more individual uses in separate buildings) on a single site or on adjacent parcels.

The Downtown Vista Specific Plan implements the MU-G designation in the downtown area. In other areas of Vista, new zoning district(s) that will implement the MU-G designation will be adopted in conjunction with the General Plan.

- Minimum of 0.1 FAR, or a minimum of 10 percent of the site accommodating retail commercial uses, services, and office including ground floor leasing office unless a fiscal impact analysis demonstrates that commercial is infeasible for the whole development project.
- The 0.1 FAR is intended to accommodate a significant level of residential development yet ensure provision of commercial to support an active and vibrant ground-floor street presence and/or, unless a fiscal impact analysis demonstrates more commercial is feasible.
- Density up to a maximum of 80 dwelling units per gross acre.

Commercial Uses

Commercial Office (CO). The Commercial Office land use designation allows for single- and multi- tenant businesses and professional office services. Allowed uses include professional office uses and retail trade that is limited to ancillary uses that support the daytime activities of office uses, such as coffee shops, cafeterias, and delis; outlets for pickup and delivery of dry cleaning (where service is performed off site); and daycare.

The zoning districts that are considered consistent with the CO designation are: Specific Plan Implementation (SPI), Open Space (O), and Office Professional (OP).





Commercial Neighborhood (CN). The Commercial Neighborhood land use promotes commercial uses on a more local scale, serving residents and businesses at the neighborhood level. Allowable businesses include convenience markets, neighborhood shopping centers, eating and drinking establishments, specialty food stores, banks, gas stations, and automotive services limited to minor repairs and services typically found along major travel routes and at key intersections.

The zoning districts that are considered consistent with the CN designation are: Specific Plan Implementation (SPI), Open Space (O), Office Professional (OP), Commercial (C-1), and Mobile Home Park (MHP). The mobile home park must have existed prior to 1980. The allowed density for the mobile home park is the density that existed in 1980.

General Commercial (GC). The General Commercial land use designation provides for a broader range of retail sales and services than Commercial Neighborhood, including community shopping centers; department stores; restaurants; financial institutions; automotive services; and sales and repair of consumer goods such as home appliances, furniture, etc. Group assembly and hotels/motels intended for transient visitors only are encouraged in this category.

The zoning districts that are considered consistent with the GC designation are: Specific Plan Implementation (SPI), Open Space (O), Office Professional (OP), Commercial (C-1), and Commercial (C-2).

Commercial Service (CS). The Commercial Services land use includes higher intensity commercial uses than General Commercial, including commercial uses involving preparation and assembly, wholesale uses that are ancillary to industrial uses, and major repair of automobiles and heavy equipment. These uses are typically not compatible with the lower intensity retail found in the other categories.

The zoning districts that are considered consistent with the CS designation are: Specific Plan Implementation (SPI), Open Space (O), Office Professional (OP), Commercial (C-2), and Commercial (C-3).

Industrial Uses

Industrial General (IG). The Industrial General land use allows for general manufacturing with moderate nuisance characteristics (i.e., noise, smoke, dust, odor, or glare) and heavy manufacturing which may create greater nuisance characteristics. Development in land designated IG must be designed to ensure it is compatible with uses in surrounding areas, including adequate screening and other mitigation measures to reduce nuisances such as glare, noise, dust, and vibrations.

The zoning districts that are considered consistent with the IG designation are: Specific Plan Implementation (SPI), Open Space (O), Industrial Park (IP), and Manufacturing (M-1).

Research Light Industrial (RLI). The Research Light Industrial land use was originally established in conjunction with the Vista Business Park Specific Plan (Specific Plan No. 20), which addresses the development standards regarding height, use, architectural guidelines, signage, and other development requirements. Primary allowable uses include corporate offices, research, testing, developmental labs, and light industrial manufacturing, as well as printing and publishing industries and direct mail advertising services. In addition, uses that are ancillary and secondary to the primary uses are allowed for the convenience of Business Park employees. Examples include coffee shops, cafeterias, delis, employment agencies, hotels and motels, banks, athletic facilities, and business services and offices.

The zoning districts that are considered consistent with the RLI designation are: Specific Plan Implementation (SPI) and Open Space (O).

Civic Activity/Parks & Open Space

Civic Activity (CA). The Civic Activity land use designation includes public and quasi-public uses that provide a necessary and/or desirable service to the community, including fire stations; court houses; government offices, facilities, and storage yards; libraries; public schools; museums; cultural facilities, community centers, and public utilities. Ancillary uses, such as community gardens, renewable energy projects, farmers' markets, and Low Impact Development (LID) demonstration projects, would be allowed. No private development potential is assigned to sites designated as Civic Activity. Private development on a CA site requires a General Plan Amendment.

The zoning districts that are considered consistent with the CA designation are Civic Activity (CA), Specific Plan Implementation (SPI), and Open Space (O).

Parks and Recreation (PR). The Parks and Recreation land use designation applies to public parks, public and private recreation areas and facilities; and deed-restricted property or facilities in private development that are set aside for recreational purposes. Ancillary uses, such as community gardens, farmers' markets, renewable energy projects, LID demonstration projects, etc., are allowed.

Open Space (OS). The intent of the Open Space land use designation is to preserve, in their natural state, sensitive natural environments including, but not limited to, riparian areas, waterbodies, undeveloped flood plains, areas of biological significance, geologic formations and hazards. The OS designation allows the protection and preservation of these areas for future generations. It also includes deed-restricted open space in private development that is set aside for open space, habitat, and/or public safety purposes. The OS designation may allow ancillary uses, such as low-intensity public recreation uses (including pedestrian, biking, and equestrian trails with associated staging and parking areas), community gardens, renewable energy projects, utility infrastructure, emergency access, LID demonstration projects, etc., if they do not negatively impact the resources that are being preserved.

The zoning districts that are considered consistent with the OS designation are Open Space (O) and Open Space Residential (OSR).

Biological Preserve Overlay (BPO). The primary purpose of the Biological Preserve Overlay is to protect areas for the long-term conservation of biological resources. The BPO is implemented through a zoning overlay adopted in conjunction with the General Plan and works in tandem with the underlying zoning to protect biological resources. Land uses in the BPO are restricted to only limited passive recreational uses where protection of the resources is ensured, or those uses required to protect the health and safety of Vista's residents. The areas covered by the BPO include portions of Buena Vista Park, Green Oak Ranch, La Mirada Canyon, Buena Vista, Agua Hedionda and Buena creeks, and a portion of the City's Sports Park. The UCSD Dawson Los Monos Preserve is not included because the City does not have land use control over the property, but is considered to be managed for ecological values that contribute to the functioning of the City's preserve system.



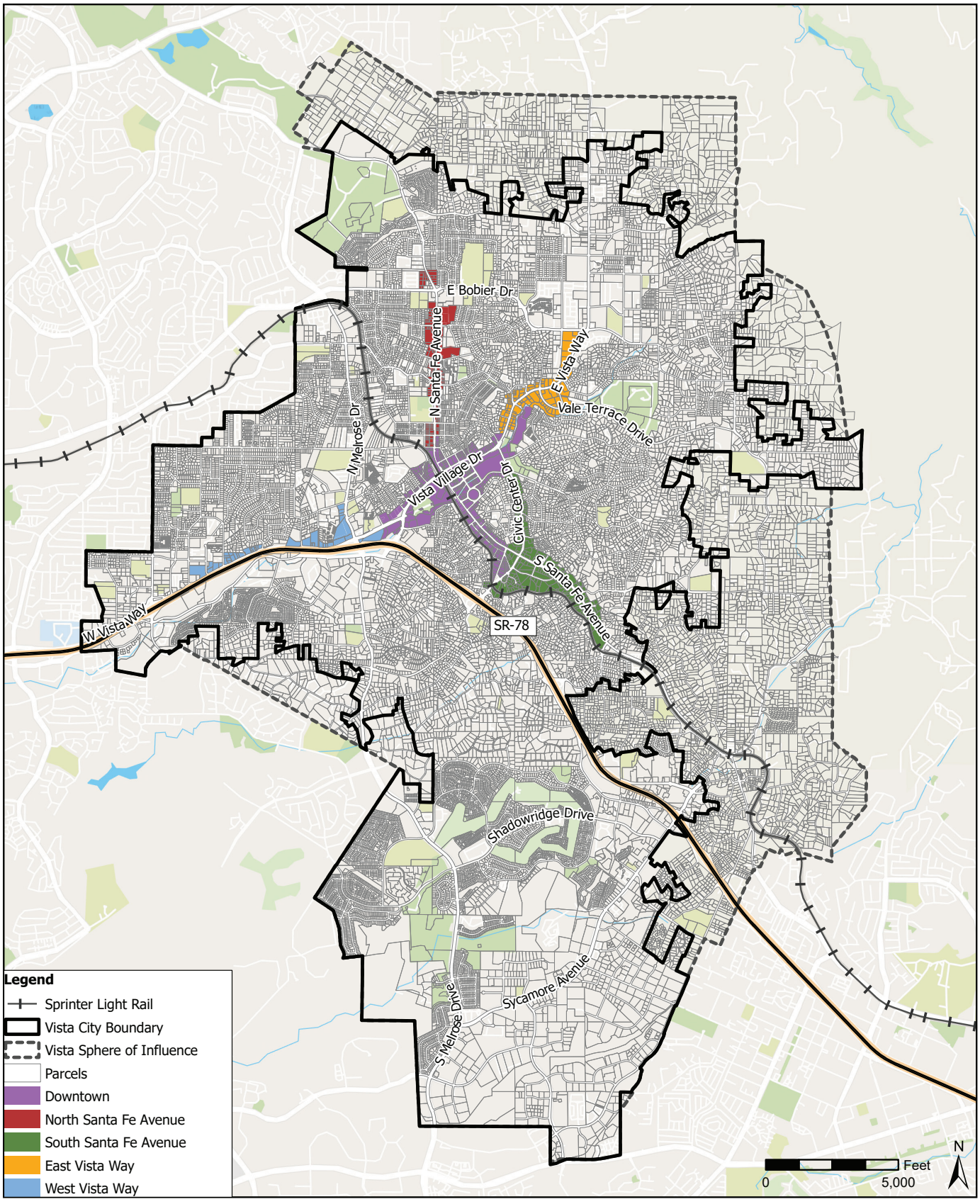


2.3 Opportunity Areas

The Land Use and Community Identity Element does not propose significant changes to the overall distribution of land uses from the previous General Plan. However, the City expects and will encourage change to occur in certain targeted areas, called Opportunity Areas (OAs). Opportunity Areas serve several purposes. First, they are intended to promote redevelopment of or improvement to existing developed areas to encourage property revitalization and enhance community character. Second, these are areas of the city where the addition of medium to higher density housing is either expected or would be welcome in a mixed-use environment. Finally, they are based on the principles of smart growth, sustainability, and place-led housing, which encourages compact, walkable, mixed-use development located in proximity to local services, employment, bicycle and walking trails, and public transit.

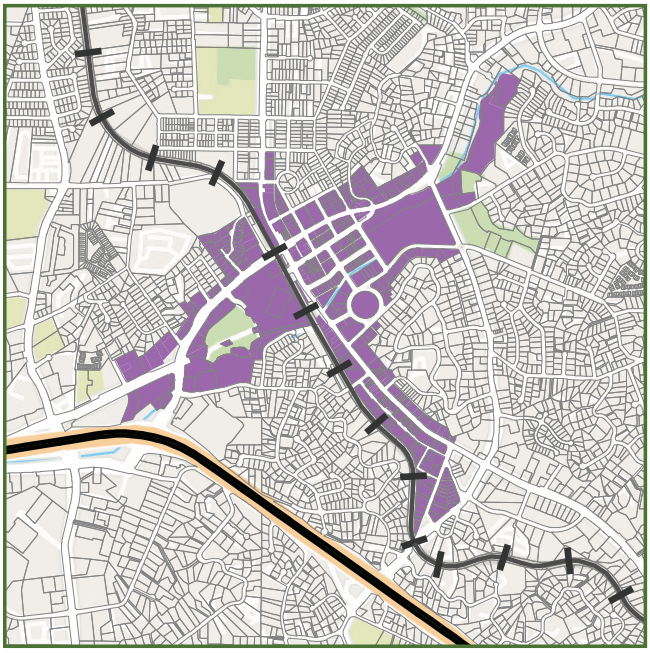
These areas of the City present an economic opportunity for our community. As more of our community members seek convenience and connectivity of walkable neighborhoods, these areas will serve as primary opportunities for new businesses, new housing, restaurants, and shops in areas that were formerly vacant or economically distressed. With several of these Opportunity Areas along major corridors or highways, these can also make our City stand out within the region as a destination to shop, dine, visit, move to, or invest. By creating new opportunities for focused redevelopment, they can help the City to achieve the triple-bottom line of a more equitable community, a stronger community, and protect our environment at the same time.

Figure LUCI-4: Opportunity Areas



Source: Esri, USGS, SanGIS, City of Vista

Vista's Downtown



Downtown Vista is the heart and soul of the community highlighted by the convenience of living close to work, walking to meet daily needs, and being near social aspects that make Vista unique. Downtown is made up of several streets already designed to enhance pedestrian safety and aesthetic enjoyment while complemented by shopping and transit stations located within walking distance of homes. The Downtown Vista Opportunity Area generally follows the boundaries of the Downtown Vista Specific Plan, which extends west to Valencia Drive, east to Civic Center Drive and north to Connecticut Avenue. The exception is to the south where the Downtown Opportunity Area ends at Civic Center Drive and where the "South Gateway" District begins.

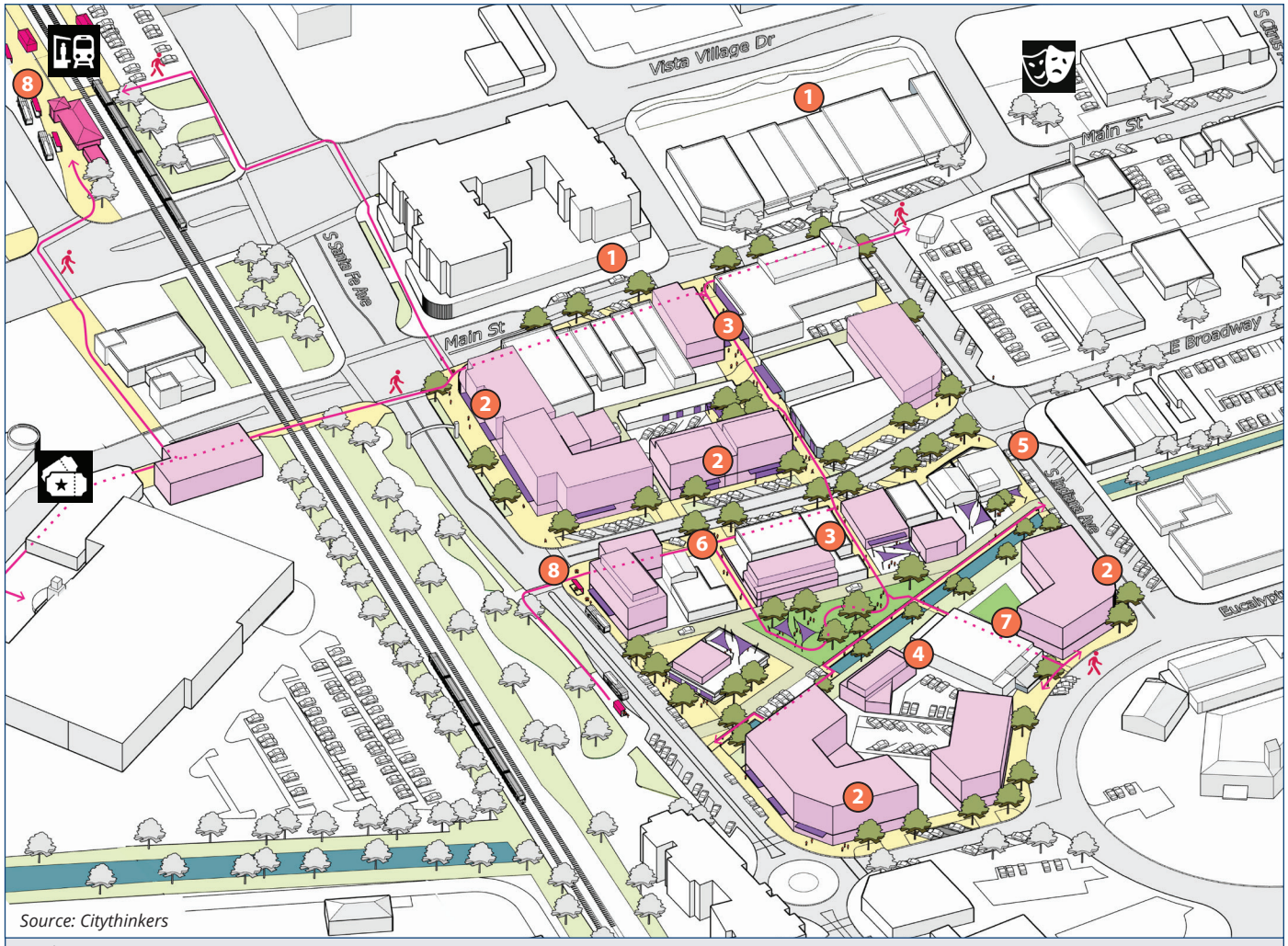
While recent additions of some four and five-story residential projects have already been added to the Vista downtown, it is largely comprised of one- and two-story commercial and residential buildings with some single-family homes. Independent restaurants and retail stores are interspersed with national chain brands, and highly walkable areas along Main Street are countered with some larger parking lots and automobile focused retail along South Santa Fe Avenue. More of the typical suburban automobile focused retail with drive thrus, or as part of a strip commercial center, tend to be out of the Downtown area.

As seen in Figure LUCI-5, the walkability of Downtown Vista is enhanced by quality streetscape improvements. These include pedestrian bump outs, bicycle lanes and sharrows, and traffic calming on-street parking that are both parallel and diagonal. Landscaped planters, street trees, decorative lighting, art, street furniture, and wayfinding further enhance the walkability of the downtown. Public transit adds another layer of connectivity with the Vista Transit Center just northwest of downtown at Vista Village Drive and North Santa Fe Avenue and additional bus stops located along South Santa Fe Avenue and Vista Village Drive.

The creation of Downtown Vista as an Opportunity Area is driven by underutilized, outdated, and economically challenged parcels that primarily skirt the edge of Downtown. Redevelopment of these sites, in line with the General Plan, will focus on increasing density by replacing the current low-intensity land uses with mixed use modern, higher-density residential and commercial projects. Commercial uses should include a diverse range of retail, entertainment, and employment uses. This will not only accommodate a growing population but also support a more vibrant, economically resilient, 24-hour downtown. Higher-density development encourages walkability, fosters efficient land use, and maximizes infrastructure investment, all while promoting a sustainable, equitable, and accessible city. By creating compact, livable neighborhoods within the Downtown core, the area will become more dynamic and interconnected, supporting local businesses and enhancing the overall quality of life for residents.



Figure LUCI-5: Conceptual Illustration for a 2-Block Redevelopment within the Downtown Opportunity Area



N

New Development Opportunity

Transit Station

Enhanced Pedestrian Experience / Path to Transit

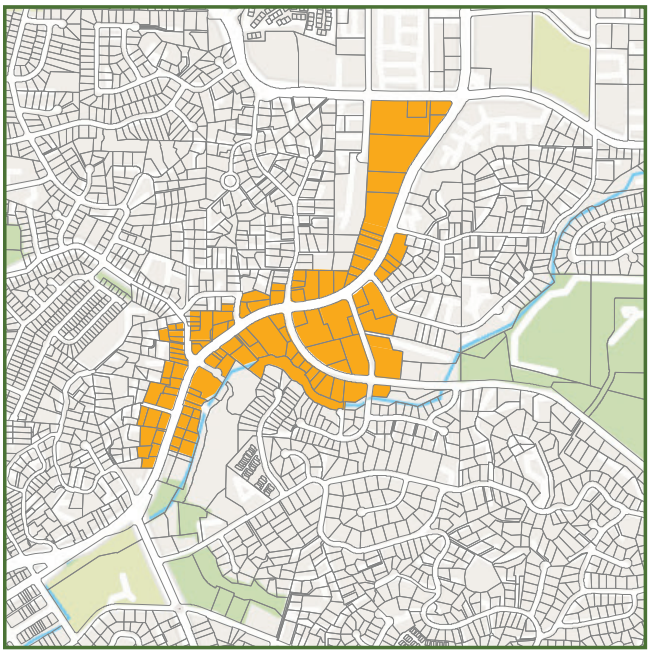
Trolley Station

Movie Theatre

Play House

1. **Fine Grain** - Existing "Mom-and-Pop" Stores to be preserved and enhanced
2. **Frontage** - Build the Edge of the blocks and create street frontages and activation
3. **Place Making** - Enhanced Public Realm within the Block (Pedestrian Street, Park, Plaza)
4. **Internalized Parking** - Parking is internalized or incorporated within a structure
5. **Creek Revitalization** - Landscape intensification, Pedestrian Circulation
6. **Manicured Alley** - Enclosed Trash collection, Paving, Frontage when possible to enhance Pedestrian Experience
7. **Paseos** - Break-up the large Blocks
8. **Transit Stop** - "Mini Mobility Hub" and Place Making - Combine Bus with Bike and Scooter Station, Rideshare Pick Up, Pocket Plaza, Commercial Activation and Way Finding

East Vista Way Corridor



The East Vista Way Corridor Opportunity Area is the portion of East Vista Way from Civic Center Drive at the south to East Bobier Drive to the north. This corridor is generally comprised of two to three travel lanes of traffic in each direction with additional center turn lanes and bike lanes in each direction. The sidewalk/pedestrian facilities vary in width and are generally continuous except for a few gaps along the route. Street trees tend to be either in poor health or missing altogether. Even with several bus stops along this stretch of East Vista Way, this is a stereotypical auto-oriented commercial corridor with large parking lots facing the street, some wayfinding signage that is sized and oriented for automobiles, and very little walkability, pedestrian scaled amenities or residential.

As an Opportunity Area, the East Vista Way Corridor and the City of Vista will benefit from the addition of mixed-use density and mid-to-higher density residential projects to create a new walkable district that bring activity and economic health to a stagnant area of the City. Several parcels within this corridor are currently vacant, underutilized or economically distressed, often creating blank spots in the streetscape. Creating a district vision with the goal of economic regeneration and reducing vehicle-miles traveled can help to drive mixed-use densification. The asphalt parking lots and roads in this suburban corridor also create significant stormwater runoff and extensive truck delivery routes. The high costs of flooding damage, road maintenance, last-mile delivery, and inactive lifestyles in the area often hurts businesses and property values, strain city resources, and can be attributed with increasing household debt to medical and car ownership expenses.

As seen in Figure LUCI-6, the overall streetscape of East Vista Way could be improved to also create a stronger economy and sense of place. While traffic throughout should not be negatively affected, the addition of sidewalks where there are currently none,



street trees, and better delineation of bicycle facilities would create a more multi-modal environment without removing any vehicular traffic. The addition of pedestrian bulb-outs at crossings, landscaped center medians where turn lanes are not needed, and a reduction in driveway conflict points would create a safer experience for new residents of the area.

Along with improved transit to meet the needs of new residential demands, efforts to densify the East Vista Way corridor with walkable, mixed-use developments present a promising opportunity to better activate an underutilized area of the City, provide needed residential units, decarbonize, expand the economy, and shape a sustainable future for the City of Vista.

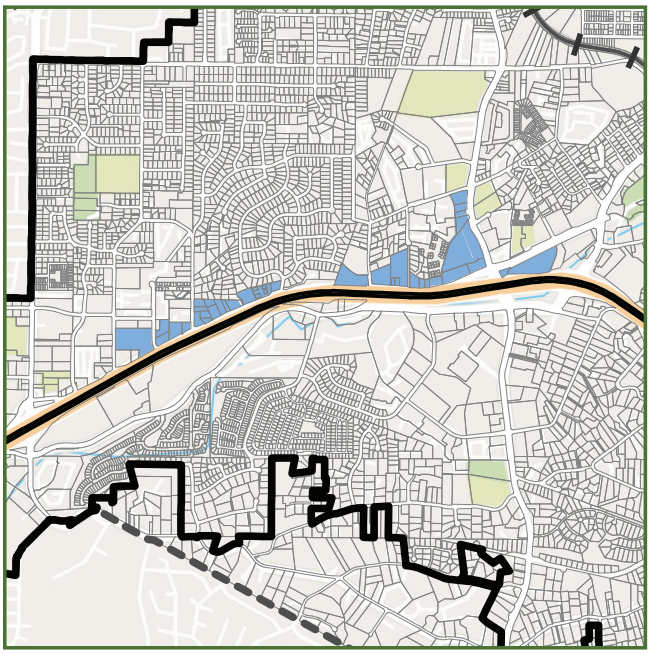
Higher densities in this corridor could support the development of a mixed-income community with diverse housing options and improved access to services. Along with enhanced transit to meet the needs of new residential demand, efforts to densify the East Vista Way Corridor present a promising opportunity to activate underutilized areas and accommodate additional housing while supporting the City of Vista's long-term sustainability and resilience goals.

Figure LUCI-6: Conceptual Design for East Vista Way Corridor



1. **Transit Corridor** - Bus/ Bicycle/ Pedestrian-oriented
2. **Active Frontage / Street Facing** - Commercial, Landscape, Non Contiguous Sidewalk, Transparency
3. **Non Contiguous Sidewalk**
4. **Placemaking at Transit** - Recessed Area, Pocket Park, Plaza, Bike Station
5. **Active Corner at Key Intersections**

West Vista Way Commercial Corridor



The West Vista Way Commercial Corridor Opportunity Area is a unique Opportunity Area in the City of Vista. This area is generally centered on the intersection of North Melrose Drive and West Vista Way, stretching east and west from this intersection from Grapevine Road to the west to Valencia Drive to the east.

This part of Vista has unique redevelopment opportunities due to its visibility from the SR-78, sweeping open view corridors, and proximity potential for residents that may work or need to travel out of the City of Vista. These factors and some very large parcels including the Melrose Plaza mall at West Vista Way and Melrose Drive and the vacant lot west of Melrose Drive between Brass Lane and Melrose Drive offer some great conditions for higher density residential to be added to the area. While many new and existing residents of Vista will place a higher value on walkability and being proximate to downtown, there is also a need to build residential and amenities for those residents that value proximity to a regional highway or to Major General Raymond Murray High School.

The streetscape of the area is historically focused on moving vehicles to and from the highway and this needs to remain. Bike lanes, sidewalks, and bus transit all have a role in the area but need to be made continuous and uninterrupted for optimal service of new residents and users of the area.

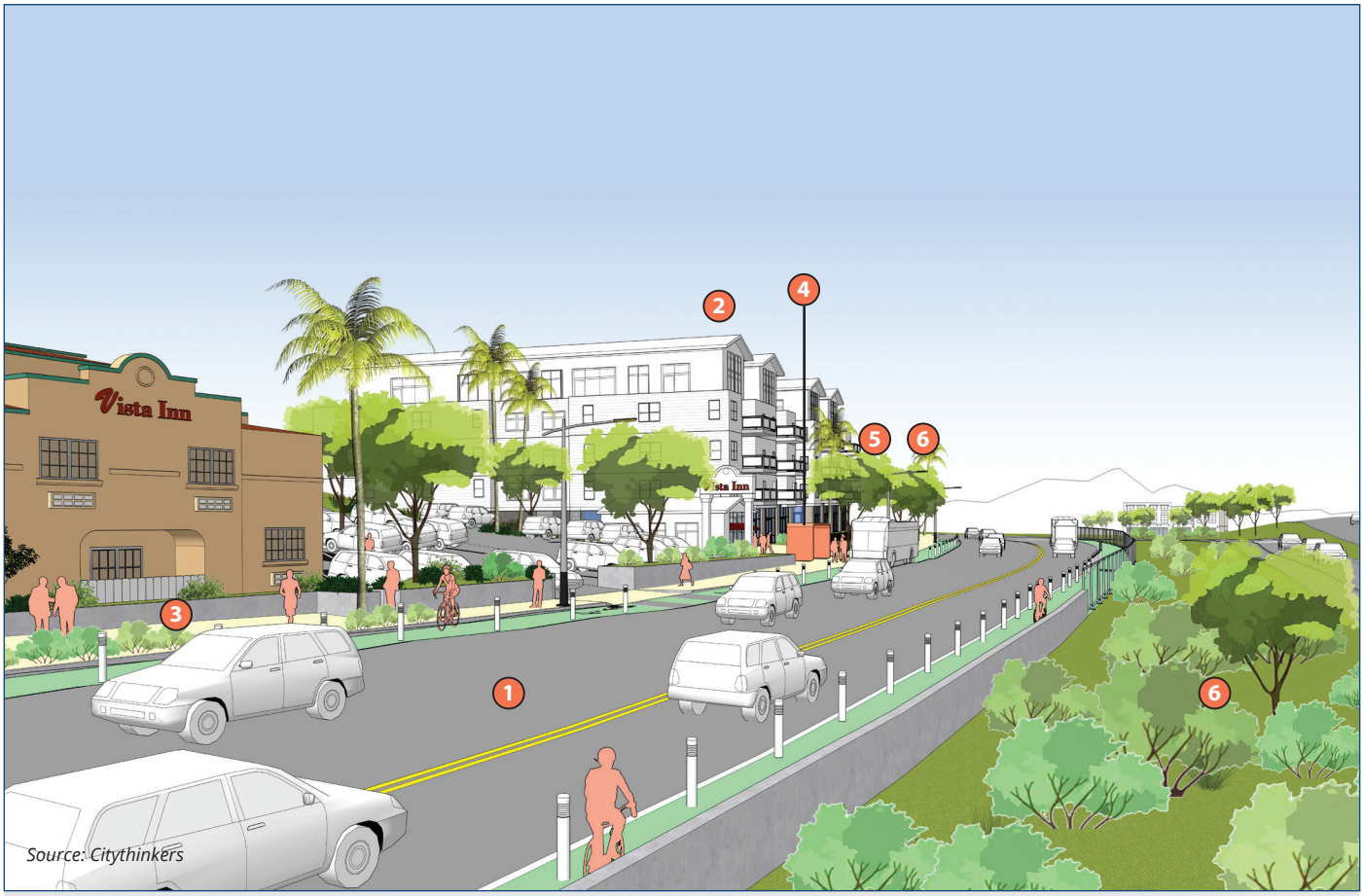
With a large hill as its backdrop to the north, this area has the potential for a significant amount of residential development, hospitality, or mixed-use with ground floor retail and other residential uses on upper floors. Ground floor retail and restaurants that can serve residents above and visitors to the area and will also benefit from commuters accessing westbound SR-78. Medium-to-high density housing design that takes advantage of allowable building height can help to reimagine the urban dwelling as a nexus of functionality, sustainability, and aesthetic appeal and should be rewarded in this location. With very few immediate neighbors, yet visibility from passers-by on the highway, design that prioritizes efficiency, flexibility, and adaptability could reflect the diverse lifestyles



of City of Vista residents and be visually distinctive from other nearby communities. A forward-thinking design would prioritize pedestrian accessibility on the north side of West Vista Way, enrichment of new services and retail for nearby neighborhoods, and an announcement of arrival to Vista.

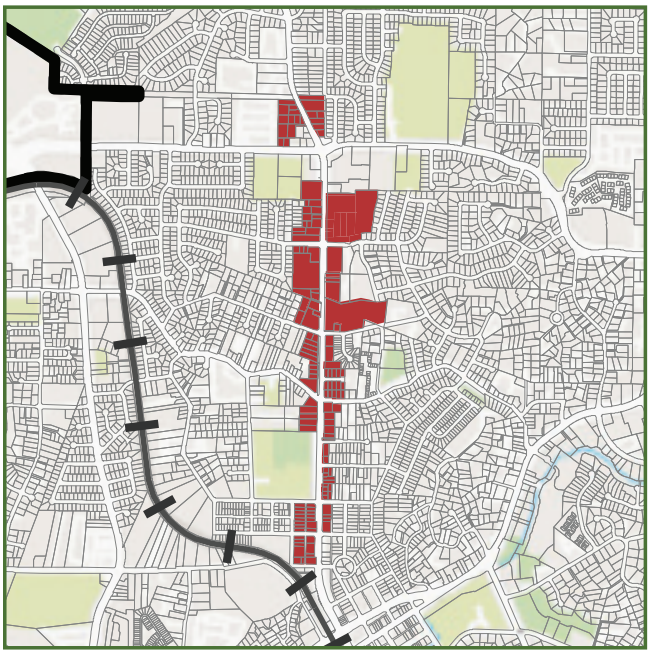
East of Melrose Drive, the primary opportunity site is on the south side of West Vista Way at the Melrose Plaza Mall. This parcel is ideally suited for a higher-density, mixed-use community that integrates residential units with hospitality, retail, and public transit. By combining housing with supporting amenities, the development would offer a walkable, dynamic environment that meets the needs of a denser population while serving as a catalyst for additional investment in the corridor. As a mixed-use destination it would capture a new energy that naturally integrates needed uses into the neighborhood with easy access to regional assets including, Downtown Vista, Major General Raymond Murray High School, and the St. Francis of Assisi Catholic School.

Figure LUCI-7: Conceptual Design for West Vista Way Corridor



1. **Commercial Corridor** - Bus/bicycle/ Pedestrian-oriented
2. **Enhanced Frontage** - A favorable image of the city at key gateways and along areas with highway visibility
3. **Non Contiguous Sidewalk**
4. **Placemaking at Transit** - Recessed Area, Pocket Park, Plaza, Bike Station, Lighting
5. **Residential Setback** - Setbacks along facades facing the Highway
6. **Landscape Buffer**

North Santa Fe Avenue



The North Santa Fe Avenue Opportunity Area in the City of Vista offers a range of redevelopment possibilities centered along North Santa Fe Avenue, from Connecticut Avenue to the south, extending northward past Bobier Drive. This area is characterized by its strategic location as a key corridor connecting Downtown Vista with surrounding neighborhoods and communities. With a mix of older commercial buildings and underutilized parcels, North Santa Fe Avenue presents a prime opportunity for revitalization through higher-density residential and mixed-use projects. The area's proximity to the Vista Transit Center, local schools, and essential services makes it ideal for developments that emphasize walkability and transit-oriented design. Enhancing the pedestrian experience along North Santa Fe Avenue, while integrating new retail, dining, and housing options, would create a more vibrant and accessible neighborhood. Improvements to public infrastructure, including continuous bike lanes, wider sidewalks, and upgraded streetscapes, will support both new residents and businesses while retaining the corridor's role as a key transportation route. With the potential for vertical mixed-use development and thoughtfully designed public spaces, the North Santa Fe Avenue Opportunity Area can evolve into a dynamic hub that balances residential growth, economic activity, and sustainable urban living. By encouraging density, the area can accommodate more housing units while preserving open space and integrating community-oriented features such as plazas, pocket parks, and gathering spaces.

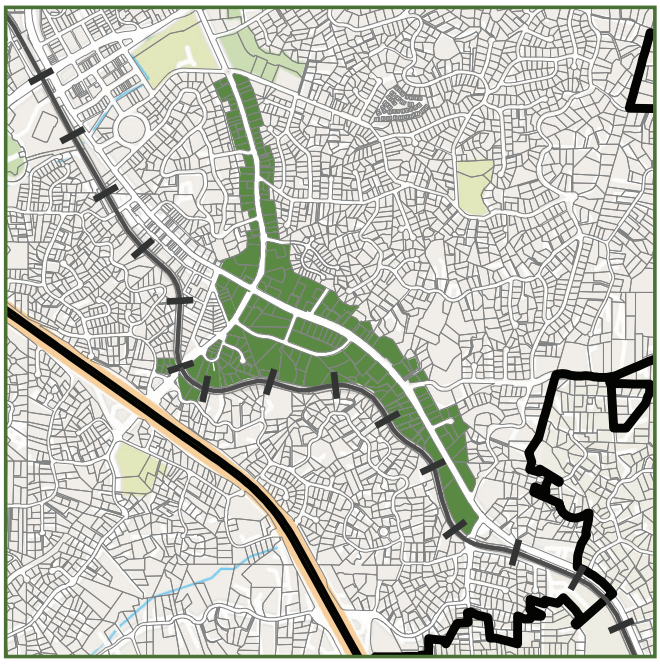


Figure LUCI-8: Conceptual Design for North Santa Fe Avenue Corridor



1. **Transit Corridor** - Bus/ Bicycle/ Pedestrian-oriented
2. **Active Frontage / Street Facing -** Commercial, Landscape, Non Contiguous Sidewalk
3. **Non Contiguous Sidewalk** - when possible
4. **Placemaking at Transit** - Recessed Area, Pocket Park, Plaza, Bike Station
5. **Preserved "Mom and Pop" Commercial**
6. **Horizontal Mixed Use**
7. **Vertical Mixed Use**

South Santa Fe Avenue



The South Santa Fe Avenue Opportunity Area in the City of Vista offers significant redevelopment potential along one of the city's most vital corridors. Extending from Civic Center Drive southward to the city's boundary, this area is poised for transformation, with a mix of older commercial and industrial properties, vacant lots, and scattered residential developments.

South Santa Fe Avenue's proximity to key employment centers, schools, and transit services, including the Sprinter rail line, makes it an ideal location for higher-density residential and mixed-use projects that support transit-oriented development. Increased density would leverage the corridor's strategic location, creating opportunities for mid-to-high-density residential developments that provide housing options for diverse household types while reducing the need for automobile reliance.

The area has seen recent improvements, including high density residential and streetscape enhancements, that set the stage for further growth by integrating pedestrian-friendly features like wider sidewalks, landscaping, and improved lighting. Future development in the South Santa Fe Avenue Opportunity Area should prioritize a blend of housing, retail, entertainment, and community services that cater to both existing and new residents. With many of the parcels suitable for vertical mixed-use and residential infill, the area is primed for developments that will activate the streetscape, encourage walkability, and support Vista's long-term goals for economic vitality and livability. The combination of access to public transit, opportunities for increased density, and enhanced public spaces positions South Santa Fe Avenue as a dynamic and evolving area that will continue to play a key role in the city's growth and development.



Figure LUCI-9: Conceptual Design for South Santa Fe Avenue Corridor



1. **Transit Corridor** - Bus/ Bicycle/ Pedestrian oriented
2. **Active Frontage / Street Facing -** Commercial, Landscape, Non Contiguous Sidewalk
3. **Non Contiguous Sidewalk**
4. **Placemaking at Transit** - Recessed Area, Pocket Park, Plaza, Bike Station
5. **Preserved Views of Hillsides** - Allow breaks within Massing to provide views towards the Hills
6. **Active Corner at Key Intersections**

Opportunity Areas Goals and Policies

LUCI-1.0 Incentivize housing development and continued encouragement of sustainable infill development, pedestrian-friendly and transit-oriented neighborhoods, and protecting historic and cultural resources.

LUCI-1.1 Sustainable infill development that supports the creation of urban neighborhoods that are pedestrian and transit-oriented shall be emphasized while promoting compatibility with existing residential and non-residential properties and neighborhoods.

LUCI-1.2 - Barriers to infill development in Downtown Vista shall be addressed such as incompatible development standards appropriate for greenfield development.

LUCI-1.3 – Appropriate transitional design standards shall be applied where the development or expansion of a use is adjacent to existing single-family residential development.

LUCI-1.4 - New development shall be compatible with existing neighborhoods which shall be protected from potential negative impacts of new development.

LUCI-1.5 - Update the Downtown Vista Specific Plan to ensure consistency with the density and Floor Area Ratios in the General Plan and include a provision that projects must comply with FAR unless a fiscal impact study demonstrates that more commercial is viable, or the commercial component is not feasible

LUCI-1.6 - Public and private improvements associated with new development shall be designed to ensure compatibility with existing neighborhoods by incorporating context-sensitive transitions when and where feasible, enhancing streetscapes, and implementing measures to mitigate potential negative impacts, preserving neighborhood character and quality of life.

LUCI-2.0 Promote transit-oriented infill development, especially affordable housing and mixed-use development, along commercial corridors where pedestrian and bicycle activity can also be encouraged.

LUCI-2.1 - Development shall be focused around activity nodes located at key intersections where coordinated public investment and concentrated private development can craft a unique identity and improve the retail opportunities.

LUCI-2.2 - Existing development and existing civic uses should be leveraged and enhanced to better serve existing nearby residents.

LUCI-2.3 - New infrastructure -- such as medians, enhanced roadway edge, pedestrian and bicycle enhancements, and connections to existing trails or neighborhoods – shall be implemented as redevelopment occurs to better connect neighborhoods across the corridors.

LUCI-2.4 - Traffic speeds shall be reduced - and other traffic calming measures implemented - to improve safety and experience by pedestrians and bicyclists.

LUCI-2.5 – Development shall be integrated with the character and scale of existing neighborhoods.

LUCI-2.6 - Future development shall be required to frame the public right-of-way by orienting building entrances towards the street with minimal setbacks, remove parking from between the building entrances and the public right-of-way, active ground-floor uses, and pedestrian-friendly design, fostering a walkable and cohesive urban environment.

LUCI-3.0 Promote strategic infill and redevelopment along commuter corridors and gateway points, meeting the needs of the community in a safe and efficient street system, that also promote economic stability of the community through new and expanding land uses and intensities.

LUCI-3.1 - Create a favorable visual impression of Vista to tourists and visitors at entry points to the City.

LUCI-3.2 - Efficient and strategic public and private investments shall be encouraged and supported.

LUCI-3.3 - Ensure compatibility with and work to enhance existing neighborhood amenities.

LUCI-3.4 - The City shall promote diverse housing options replacing some commercial potential with additional affordable and workforce housing, particularly near transit stations or major commute corridors.

LUCI-3.5 - Higher land use intensities and densities shall be focused within a half-mile of public transit service and along major commuter corridors.

LUCI-4.0 Reimagine underutilized commercial spaces as mixed-use and housing to meet the economic needs of the future and better serve the existing communities.

LUCI-4.1 – Assess which existing buildings on sites are potential candidates for long-term adaptive re-use or functional as cultural or non-profit activation in the near-term.

LUCI-4.2 – Create a welcoming environment and increase accessibility to sites with additional pedestrian and bicycle connectivity to existing neighborhoods.

LUCI-4.3 – Provision of a wide-variety of high-density, transit-oriented, and commuter-focused housing options in a variety of housing typologies that support multiple property owners and tenant types shall be encouraged and supported.

LUCI-4.4 – Dedicated parkland and amenity requirements with acreage targets for sites shall be enacted commensurate with future development.

LUCI-4.5 – Compact, walkable blocks that reconnect to the surrounding street network shall be established with concentrated active ground floor uses at strategic nodes and a multi-functional, experience rich, and inclusive public realm to enable a 15-minute neighborhood.

LUCI-5.0 Establish a target level of intensity and expand the types of allowable ground floor building uses across the site to support walkable transit-oriented development with a comprehensive set of design controls for the public realm, open spaces and streets that all lead to the increased use of the regional transportation network and reduced parking requirements over time.

LUCI-5.1 – A minimum land use intensity threshold with a variety of commercial, civic, recreational, and high-density residential uses shall be established that work in concert to create urban villages.

LUCI-5.2 – Enhanced pedestrian areas shall be provided that conveniently link social infrastructure such as health clinics, childcare and community spaces, employment opportunities, and active storefronts within the Opportunity Area and to existing residential neighborhoods and transit stations.



LUCI-5.3 – New specialized open space shall be provided in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.

LUCI-5.4 – New streets, pedestrian paths, and bike paths shall contribute to a system of fully connected and interesting routes to all destinations that encourage pedestrian and bicycle use and discourage high speed traffic.

LUCI-5.5 – A comprehensive system of directional signs shall be integrated that direct vehicular and pedestrian traffic to amenities within the Opportunity Areas.

2.4 Complete Community Structure

A complete community structure ensures that all essential services, amenities, and opportunities are within close proximity, enabling residents to meet their daily needs without extensive travel. This includes access to housing, employment, education, healthcare, recreation, and retail, fostering a sustainable, equitable, and vibrant living environment. By integrating diverse land uses and promoting walkability, complete communities enhance quality of life and reduce environmental impact. Policies in this section focus on balancing a mix of uses, while concentrating growth along corridors and in the downtown area.

LUCI-6.0 Establish an intentional structure and a flexible land use framework that facilitates growth and development over the planning horizon.

LUCI-6.1 - Facilitate a balanced mix of housing, employment, educational, entertainment, and recreational uses and a variety of building types to support a complete community that increases affordability, reduces climate and health risks, supports the expansion of active transportation, maximizes available infrastructure, and fosters social equity and inclusion.

LUCI-6.2 - Concentrate growth within the Downtown and corridors so as to revitalize aging and underutilized commercial areas, preserve the integrity of existing residential neighborhoods, optimize the use of utility and transportation infrastructure, and reduce vehicles trip frequency, length, and emissions.

LUCI-6.3 - Encourage mixed use development that is either vertical or horizontal within the Downtown, along major corridors (Santa Fe Avenue, Vista Village Drive, Vista Way, Civic Center Drive, and Hacienda Drive), and at key nodes.

LUCI-6.4 - Pursue new industries and expand employment opportunities locally to improve quality of life, reduce vehicle miles traveled, and increase the economic resilience of Vista.

LUCI-6.5 - Balance levels of employment and housing within the city to provide Vista residents more opportunities to work locally, cut commute times, and reduce emissions.



2.5 Community Character, Identity and Design Quality

This section aims to preserve and enhance the unique attributes that define Vista's sense of place. Vista is formed by street, block, and lot patterns that vary across the City and contribute to its unique neighborhoods and distinct physical environments. By fostering a cohesive community identity and celebrating the City's rich cultural heritage, the City of Vista aims to promote high-quality design standards. Emphasizing the protection of historic landmarks, the integration of public art, and the maintenance of scenic landscapes, policies in this section focus on utilizing urban design to create a unique community character and identity.

LUCI-7.0 Promote a high level of design quality that fosters a distinct sense of community and identity to create neighborhoods, commercial and industrial areas, and public spaces that are attractive, safe, functional, and human-scale.

LUCI-7.1 - Require quality building design that provides visual interest and character through context-sensitive and proportionate building volume, massing and height; an architecture style that is applied consistently throughout all aspects of the building and site design; and exterior building materials that are articulated, high quality, and consistent with the architectural style.

LUCI-7.2 - Promote a sense of community and identity by emphasizing access, connectivity, sustainability, and social interaction traffic calming measures; floor plans that encourage views onto the street; and landscaped parkways with sidewalks separated from the curb.

LUCI-7.3 - Encourage commercial areas and centers to have distinctive architecture, internally pedestrian friendly and connected to surrounding development, and well landscaped.

LUCI-7.4 - Require mixed use and transit-oriented areas to be pedestrian oriented, with amenities and elements such as signage, lighting, and equitable accessibility.

LUCI-7.5 - Promote development that is compatible with existing local street patterns, multimodal networks, and connected public spaces that create rich and unified neighborhoods.

LUCI-7.6 - Require that public and private gathering places and activity centers are designed to incorporate amenity features such as shade trees, benches, tables, adequate lighting, and visible links to public streets for enhanced security.

LUCI-7.7 – Design new or retrofit existing streets to improve walkability and bicycling, strengthen connectivity, and enhance community identify though improvements to the public right-of-way including sidewalks, street trees, parkways, lighting, street furniture, and signage.

LUCI-7.8 – Require public and/or private landscaping along all arterial roadways in order to minimize the visual dominance of paved surfaces; create more defined and human - scaled public places; help distinguish spaces designated for pedestrian and non-motorized use from those designated for vehicular travel and parking; and provide environmental benefits, such as absorbing carbon dioxide, helping manage stormwater, and shading to reduce heat island effects. Preference shall be given to native or drought tolerant landscape species.

LUCI-7.9 - Preserve Vista's major creek corridors, such as Buena Vista Creek and Agua Hedionda Creek and their major tributaries, by integrating creek improvements and enhancements into future public and private projects.

LUCI-8.0 Ensure compatibility between different types of development by protecting the characteristics and features of neighborhoods while integrating new uses into surrounding uses.

LUCI-8.1 - Discourage subdivision design that disrupts the existing development pattern within established neighborhoods.

LUCI-8.2 - Ensure that multiple-family residential development, specifically in the High Density Residential and Mixed Use land use areas, is sited and designed to enhance the residential character of Vista; includes amenities such as open space, landscaping, and architectural design that contributes to this character; and minimizes impacts on adjacent residential development that is of a lower density.

LUCI-8.3 - When applicable, use the Planned Residential Development Ordinance Development Code Chapter 18.24) to encourage "clustering" to retain valuable natural resources.

LUCI-8.4 - Provide flexible public improvement standards in certain neighborhoods to retain their semi -rural character, if public safety is not compromised.

LUCI-8.5 - When hillside development is proposed, sites shall minimize grading by conforming to natural contours and incorporate native trees and vegetation into the proposed landscape design.

LUCI-8.6 - Prohibit mass grading to protect the visual continuity of the hillsides.

LUCI-8.7 - Preserve immediate ridges and hilltops in a natural state to the maximum extent possible. Intermediate ridges are those with visible land behind them that creates a backdrop to the ridge as viewed from the valley floor. Development should be sited such that buildings do not project above the natural

landform. Development applications shall be designed so that site plans concentrate development in the subordinate or hidden locations, and grading plans minimize disruption of the natural landform and vegetation.

LUCI-8.8 - Discourage the rezoning of properties in rural Vista to high-density designation.

LUCI-9.0 Preserve and protect existing residential neighborhoods from actions, activities, or land uses that may have an adverse impact upon the enjoyment of the residential living environment.

LUCI-9.1 - Require all new development be designed to minimize impacts on adjoining residential neighborhoods.

LUCI-9.2 - Require visual and acoustic buffering between non-residential and residential uses in order to mitigate unacceptable levels of noise, odors, pollution, dust, light, and glare upon residential areas and other sensitive receptors, such as schools and day care centers. (see illustration to the right)

LUCI-9.3 - Maintain the existing residential character of Low Density Residential and Rural Residential zoning designations which are characterized by large-lot single-family residential development, by encouraging land uses and intensities of development that are consistent with this image.

2.6 Sustainable Development

Through sustainable development, Vista 2050 is dedicated to promoting practices and policies that support long-term environmental, economic, and social health. This section includes policies that promote sustainable land use patterns and development guidelines, emphasizing higher density development and transit-oriented development to maximize the use of existing infrastructure. By leveraging these assets and redeveloping under-utilized areas, Vista aims to create vibrant, efficient, and resilient communities. These strategies will help reduce the City's carbon footprint, conserve natural resources, and enhance energy efficiency, all while fostering economic growth and social well-being. Through collaborative efforts and innovative solutions, Vista is committed to advancing sustainability and ensuring a high quality of life for all residents.

LUCI-10.0 Promote sustainable land use patterns and development regulations and guidelines by accommodating the development of a mix of land uses that meet the diverse needs of residents and businesses, with places to live, work, shop, be entertained and culturally enriched, engage in healthy lifestyles, and engage with one's community.

LUCI-10.1 - Encourage that all projects, particularly High Density Residential and Mixed-Use projects are connected to the multi-modal transportation system, such as close to SPRINTER stations; along high frequency public transportation corridors and in the Downtown Specific Plan.

LUCI-10.2 - Promote land use densities sufficient to support the development of businesses offering jobs matched to the education and skills of the city's residents and housing affordable to employees of local



businesses, thereby reducing commutes to and from outside of the community.

LUCI-10.3 - Facilitate the redevelopment of the city's under-utilized commercial corridors and suburban centers to create vibrant, mixed-use areas by clustering higher density, pedestrian-oriented mixed use on larger parcels at key intersections, while re-using intervening parcels for housing mixed with neighborhood-oriented commercial services and/or public plazas.

LUCI-10.4 - Promote pedestrian and bicycle networks that leverage existing infrastructure and provide convenient access between neighborhoods and destinations such as transit, schools, parks and recreational opportunities, and commercial and entertainment areas.

LUCI-10.5 - Encourage development to build buildings, outdoor spaces, landscaping, and streetscapes to reduce energy demand through solar orientation, maximum use of daylight, passive ventilation, mechanical systems, and building materials.

LUCI-10.6 - Incorporate defensible space design in developments to ensure safe travel and visibility on pathways, corridors, open space, and at parking areas and building entrances.

2.7 Economic Vitality

This section is focused on fostering a robust and resilient local economy. This section highlights the importance of supporting the City's economic development strategies by providing opportunities for high-value, revenue-generating land uses and promoting a positive business climate. For example, Figure LUCI-10 illustrates a conceptual framework for redeveloping a regional shopping center, showcasing how thoughtful design can transform underutilized spaces into vibrant, mixed-use hubs with opportunities for placemaking, active transit connections, and enhanced commercial vitality. By proactively utilizing incentives to retain and expand the City's economic base, Vista aims to attract and sustain a diverse range of businesses. These efforts are essential for creating jobs, increasing the City's revenue, and enhancing the overall quality of life for residents. Through strategic planning and targeted initiatives, Vista is committed to building a dynamic economy that supports innovation, growth, and long-term prosperity.

LUCI-11.0 Revitalize or redevelop Vista's Downtown and commercial areas, particularly aging or underutilized uses, properties, districts, and corridors.

LUCI-11.1 - Facilitate revitalization or redevelopment of underutilized properties in Mixed Use Zones.

LUCI-11.2 - Encourage lot consolidation in older, underutilized properties.

LUCI-11.3 - Evaluate the City's Nonconforming Ordinance to promote bringing nonconforming uses and properties into compliance with current zoning regulations.

LUCI-11.4 - Focus redevelopment of underutilized parcels along freeway fronting roadways such as West Vista Way and Hacienda Drive and along major commercial corridors including Santa Fe Avenue and East Vista Way.

LUCI-11.5 –Redevelopment of commercial uses with residential mixed use in the larger commercial shopping centers of North County Square and on Hacienda Drive shall require the replacement of commercial development at a 1:1 ratio unless a fiscal impact analysis demonstrates that commercial is infeasible for the whole development project.

LUCI-12.0 Support the City's economic development strategies by providing opportunities for high value revenue generating land uses.

LUCI-12.1 - Promote regionally oriented commercial development along the SR -78 corridor.

LUCI-12.2 - Evaluate the Vista Business Park Specific Plan and Specific Plan 14, as necessary, to provide flexibility, respond to market forces, and improve opportunities within the business park.

LUCI-12.3 - Monitor and modify the Zoning Code, as appropriate, to streamline or incentivize development on underutilized or vacant parcels and to provide flexibility to respond to market changes and employment trends.

LUCI-12.4 - Continue to support the arts and cultural resources (public, private, and non - profit) to stimulate redevelopment and economic growth in the city.

LUCI-12.5 - Promote projects that provide the city with enhanced revenues in the form of taxes, including through "spin-off" effects.

Figure LUCI-10: Regional Shopping Center Redevelopment (Existing and Conceptual Framework)



1. **"Main Street"-** Commercial Frontage, Street Parking, Meaningful Connection
2. **View Corridors towards Regional Commercial**
3. **Path to Transit** - Direct, Safe, Active Frontage
4. **Path to Common Amenity, Multi Use Path, Creek**
5. **Placemaking** - Plaza, Pocket Park
6. **Highway Commercial Screening**

LUCI-13.0 Promote a positive business climate through proactive use of incentives to retain and expand the City's economic base.

LUCI-13.1 - Develop incentives to stimulate reinvestment.

LUCI-13.2 - Retain and encourage local businesses, as well as those that reflect and serve the City's diverse citizenry, through business assistance and retention programs, such as Vista CAREs, project fast tracking, Shop VISTA, fee deferral and/or elimination, and other economic stimulus programs.

LUCI-13.3 - Encourage developments which create a vibrant retail and business environment, increasing property values and on a comparative basis provide the City with superior revenues.

2.8 Housing Equity and Access

Increasing opportunities for low and moderate-income households to afford and maintain quality housing options is critical to Vista's future and the City is committed to ensure those opportunities are realized. Working in coordination with the Housing Element and Strategic Plan to Address Homelessness (2020), this section outlines strategies to promote inclusive communities, ensuring equity for all residents, fair housing choice, and access to essential resources and services. By prioritizing diverse and affordable housing developments, Vista aims to provide access to housing for all residents.

LUCI-14.0 Increase opportunity for low- and moderate-income households to afford and maintain quality housing options and promote inclusive communities, equity for all, fair housing choice, and access.

LUCI-14.1 - Provide adequate sites for affordable housing to support the policies and programs of the City's Housing Element.

LUCI-14.2 - Provide programs to improve property and infrastructure and require the continual maintenance of property and infrastructure to support safe and sanitary homes.

LUCI-14.3 - Support the development of accessible and affordable senior housing; larger rental apartments that are appropriate for families with services and recreational amenities; and accessible housing for people with disabilities.

LUCI-14.4 - Collaborate with nonprofit partners to provide emergency shelter, transitional housing, permanent supportive housing, and supportive services for residents exiting homelessness.

LUCI-15.0 Promote a diversity of quality housing types that are affordable to a range of housing income levels and ages, accommodate changing demographics, and reinforce the economic sustainability of Vista.

LUCI-15.1 - Provide land use designations that support semi-rural, suburban, and urban housing options.

LUCI-15.2 - Revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are oriented to the street, promote quality architecture, accessible to transit and open space, and are well landscaped.

LUCI-15.3 - Foster a vibrant downtown through facilitating a range of housing types at densities that support transit and commercial businesses, mix of residential, entertainment, retail, and office-oriented uses, and pedestrian and bike-focused circulation.

LUCI-15.4 - Revitalize freeway fronting corridors by encouraging the production of higher density residential and lot consolidation.

2.9 Diversity and Inclusion in the Planning Process

This section focuses on promoting public interest and involvement in the development and implementation of the City's land use planning policies, plans, and programs. This section emphasizes the importance of seeking out and engaging a diverse range of public participants to ensure that all community voices are heard and considered. By fostering an inclusive planning process, Vista aims to create policies and programs that reflect the needs and aspirations of its diverse population. These efforts are essential for building trust, encouraging active citizenship, and ensuring that development initiatives are equitable and representative of the entire community.

LUCI-16.0 Promote public interest and involvement in development and implementation of the City' s land use planning policies, plans, and programs by seeking out and engaging a diverse range of public participants.

LUCI-16.1 - Encourage, support and provide diverse community participation in the planning process, including development of land use policies, plans, and programs, through the development of inclusive and accessible outreach efforts, workshops, community meetings, public hearings, newsletters, and electronic media.

LUCI-16.2 - Foster coordinated planning and cooperation with a diverse range of non-governmental organizations, particularly those involved in resource protection, in implementation of the City's land use planning policies.

LUCI-16.3 - Provide directional assistance through the use of wayfinding signage to major civic facilities that is inclusive to all members of the public.

2.10 Community Involvement and Inter-Agency Cooperation

This section emphasizes the importance of fostering coordinated planning and collaboration with local, county, regional, special purpose, state, and federal agencies. By maximizing the effectiveness of interagency planning, policies, and funding opportunities, Vista aims to create a cohesive and efficient approach to community development. This section outlines policies aimed at enhancing communication, streamlining processes, and leveraging resources through partnerships and cooperative efforts.

LUCI-17.0 Foster coordinated planning and cooperation with local, county, regional, special purpose, LAFCO, state, and federal agencies to maximize the effectiveness of interagency planning, policies, and funding opportunities.

LUCI-17.1 - Collaborate with professional organizations (American Planning Association, Urban Land Institute, Building Industry Association, League of California Cities), nonprofit organizations, developers and others



to ensure the City is following and implementing innovative approaches and best practices that improve the public health, safety, welfare, and resilience of its residents.

LUCI-17.2 - Communicate and collaborate with the Vista Unified School District to know future plans for school district facilities and leverage opportunities for joint use of facilities.

LUCI-17.3 - Coordinate with Vista Irrigation District and other agencies to ensure infrastructure is provided commensurate with new development and to ensure economical and environmentally responsible provision of water and other infrastructure.

2.11 Annexations

This section is focused on ensuring that the annexation of property within Vista's Sphere of Influence (SOI) occurs in a manner that preserves the existing character of these areas. This section outlines policies to ensure that any annexation is consistent with the planned land uses and development goals for these areas. By carefully planning and managing annexations, Vista aims to seamlessly integrate new properties into the City while maintaining the unique attributes and community identity of the annexed areas.

LUCI-18.0 Ensure that annexation of property within Vista' s SOI occurs in a manner that permits the existing character of the areas to remain when annexation occurs and is consistent with the planned land uses for these areas.

LUCI-18.1 - Encourage annexations of islands or pockets of unincorporated land that are designated as low density, rural residential, open space, commercial,

or industrial while ensuring that these potential annexation areas are fully accessible via City streets.

LUCI-18.2 - Discourage annexation of residential land with a high-density designation or rezoning of property in rural Vista to high densities, unless consistent with the Land Use Map.

LUCI-18.3 - Evaluate fiscal impacts of requests for annexations to ensure that they occur in a manner that allows Vista to provide services without reduction in existing service levels.

LUCI-18.4 - All on-site and off-site infrastructure needed to serve development tied to an annexation shall be the responsibility of the applicant.

LUCI-18.5 - Strongly discourage the rezoning of properties annexed into the City within 5 years of annexation. Any rezoning of annexed land to higher intensity should be compatible with surrounding land uses and be close to public transportation.

LUCI-18.6 - Upon annexation, preserve areas of high biological resources.

Table LUCI-2: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

LUCI-1.0 (N)	**Incentivize housing development and promote sustainable infill development, pedestrian-friendly and transit-oriented neighborhoods, and protection of historic and cultural resources.**
LUCI-1.1 (N)	Sustainable infill development that supports the creation of urban neighborhoods that are pedestrian and transit-oriented shall be emphasized while promoting compatibility with existing residential and non-residential properties and neighborhoods.
LUCI-1.2 (N)	Barriers to infill development in Downtown Vista shall be addressed such as incompatible development standards appropriate for greenfield development.
LUCI-1.3 (N)	Appropriate transitional design standards shall be applied where the development or expansion of a use is adjacent to existing single-family residential development.
LUCI-1.4 (N)	New development shall be compatible with existing neighborhoods which shall be protected from potential negative impacts of new development.
LUCI-1.5 (N)	Update the Downtown Vista Specific Plan to ensure consistency with the density and Floor Area Ratios in the General Plan and include a provision that projects must comply with FAR unless a fiscal impact study demonstrates that more commercial is viable, or the commercial component is not feasible.
LUCI-1.6 (N)	Public and private improvements associated with new development shall be designed to ensure compatibility with existing neighborhoods by incorporating context-sensitive transitions when and where feasible, enhancing streetscapes, and implementing measures to mitigate potential negative impacts, preserving neighborhood character and quality of life.
LUCI-2.0 (N)	**Promote transit-oriented infill development, especially affordable housing and mixed-use development, along commercial corridors where pedestrian and bicycle activity can also be encouraged.**
LUCI-2.1 (N)	Development shall be focused around activity nodes located at key intersections where coordinated public investment and concentrated private development can craft a unique identity and improve the retail opportunities.
LUCI-2.2 (N)	Existing development and existing civic uses should be leveraged and enhanced to better serve existing nearby residents.
LUCI-2.3 (N)	New infrastructure - such as medians, enhanced roadway edge, pedestrian and bicycle enhancements, and connections to existing trails or neighborhoods – shall be implemented as redevelopment occurs to better connect neighborhoods across the corridors.

LUCI-2.4 Ⓝ	Traffic speeds shall be reduced and other traffic calming measures implemented to improve safety and experience by pedestrians and bicyclists.
LUCI-2.5 Ⓝ	Development shall be integrated with the character and scale of existing neighborhoods.
LUCI-2.6 Ⓝ	Future development shall be required to frame the public right-of-way by orienting building entrances towards the street with minimal setbacks, remove parking from between the building entrances and the public right-of-way, active ground-floor uses, and pedestrian-friendly design, fostering a walkable and cohesive urban environment.
LUCI-3.0 Ⓝ	**Promote strategic infill and redevelopment along commuter corridors and gateway points, meeting the needs of the community in a safe and efficient street system, that also promote economic stability of the community through new and expanding land uses and intensities.**
LUCI-3.1 Ⓝ	Create a favorable visual impression of Vista to tourists and visitors at entry points to the City.
LUCI-3.2 Ⓝ	Efficient and strategic public and private investments shall be encouraged and supported.
LUCI-3.3 Ⓝ	Ensure compatibility with and work to enhance existing neighborhood amenities.
LUCI-3.4 Ⓝ	The City shall promote diverse housing options replacing some commercial potential with additional affordable and workforce housing, particularly near transit stations or major commute corridors.
LUCI-3.5 Ⓝ	Higher land use intensities and densities shall be focused within a half-mile of public transit service and along major commuter corridors.
LUCI-4.0 Ⓝ	**Reimagine underutilized commercial spaces as mixed-use and housing to meet the economic needs of the future and better serve the existing communities.**
LUCI-4.1 Ⓝ	Assess which existing buildings on sites are potential candidates for long-term adaptive re-use or functional as cultural or non-profit activation in the near-term.
LUCI-4.2 Ⓝ	Create a welcoming environment and increase accessibility to sites with additional pedestrian and bicycle connectivity to existing neighborhoods.
LUCI-4.3 Ⓝ	Provision of a wide-variety of high-density, transit-oriented, and commuter-focused housing options in a variety of housing typologies that support multiple property owners and tenant types shall be encouraged and supported.
LUCI-4.4 Ⓝ	Dedicated parkland and amenity requirements with acreage targets for sites shall be enacted commensurate with future development.
LUCI-4.5 Ⓝ	Compact, walkable blocks that reconnect to the surrounding street network shall be established with concentrated active ground floor uses at strategic nodes and a multi-functional, experience rich, and inclusive public realm to enable a 15-minute neighborhood.
LUCI-5.0 Ⓝ	**Establish a target level of intensity and expand the types of allowable ground floor building uses across the site to support walkable transit-oriented development with a comprehensive set of design controls for the public realm, open spaces and streets that all lead to the increased use of the regional transportation network and reduced parking requirements over time.**
LUCI-5.1 Ⓝ	A minimum land use intensity threshold with a variety of commercial, civic, recreational, and high-density residential uses shall be established that work in concert to create urban villages.
LUCI-5.2 Ⓝ	Enhanced pedestrian areas shall be provided that conveniently link social infrastructure such as health clinics, childcare and community spaces, employment opportunities, and active storefronts within the Opportunity Area and to existing residential neighborhoods and transit stations.

LUCI-5.3 (N)	New specialized open space shall be provided in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.
LUCI-5.4 (N)	New streets, pedestrian paths, and bike paths shall contribute to a system of fully connected and interesting routes to all destinations that encourage pedestrian and bicycle use and discourage high speed traffic.
LUCI-5.5 (N)	A comprehensive system of directional signs shall be integrated that direct vehicular and pedestrian traffic to amenities within the Opportunity Area.
LUCI-6.0 (N)	**Establish an intentional structure and a flexible land use framework that facilitates growth and development over the planning horizon.**
LUCI-6.1 (N)	Facilitate a balanced mix of housing, employment, educational, entertainment, and recreational uses and a variety of building types to support a complete community that increases affordability, reduces climate and health risks, supports the expansion of active transportation, maximizes available infrastructure, and fosters social equity and inclusion.
LUCI-6.2 (N)	Concentrate growth within the Downtown and corridors to revitalize aging and underutilized commercial areas, preserve the integrity of existing residential neighborhoods, optimize the use of utility and transportation infrastructure, and reduce vehicles trip frequency, length, and emissions.
LUCI-6.3 (N)	Encourage mixed use development that is either vertical or horizontal within the Downtown, along major corridors (Santa Fe Avenue, Vista Village Drive, Vista Way, Civic Center Drive, and Hacienda Drive), and at key nodes.
LUCI-6.4 (N)	Pursue new industries and expand employment opportunities locally to improve quality of life, reduce vehicle miles traveled, and increase the economic resilience of Vista.
LUCI-6.5 (N)	Balance levels of employment and housing within the city to provide Vista residents more opportunities to work locally, cut commute times, and reduce emissions.
LUCI-7.0 (N)	**Promote a high level of design quality that fosters a distinct sense of community and identity to create neighborhoods, commercial and industrial areas, and public spaces that are attractive, safe, functional, and human-scale.**
LUCI-7.1 (N)	Require quality building design that provides visual interest and character through context-sensitive and proportionate building volume, massing and height; an architecture style that is applied consistently throughout all aspects of the building and site design; and exterior building materials that are articulated, high quality, and consistent with the architectural style.
LUCI-7.2 (N)	Promote a sense of community and identity by emphasizing access, connectivity, sustainability, and social interaction traffic calming measures; floor plans that encourage views onto the street; and landscaped parkways with sidewalks separated from the curb.
LUCI-7.3 (N)	Encourage commercial areas and centers to have distinctive architecture, to be internally pedestrian friendly and connected to surrounding development, and well landscaped.
LUCI-7.4 (N)	Require mixed use and transit-oriented areas to be pedestrian oriented, with amenities and elements such as signage, lighting, and equitable accessibility.
LUCI-7.5 (N)	Promote development that is compatible with existing local street patterns, multimodal networks, and connected public spaces that create rich and unified neighborhoods.
LUCI-7.6 (R)	Require that public and private gathering places and activity centers are designed to incorporate amenity features such as shade trees, benches, tables, adequate lighting, and visible links to public streets for enhanced security.
LUCI-7.7 (N)	Design new or retrofit existing streets to improve walkability and bicycling, strengthen connectivity, and enhance community identity though improvements to the public right-of-way including sidewalks, street trees, parkways, lighting, street furniture, and signage.

LUCI-7.8 Ⓡ	Require public and/or private landscaping along all arterial roadways in order to minimize the visual dominance of paved surfaces; create more defined and human-scaled public places; help distinguish spaces designated for pedestrian and non-motorized use from those designated for vehicular travel and parking; and provide environmental benefits, such as absorbing carbon dioxide, helping manage stormwater, and shading to reduce heat island effects. Preference shall be given to native or drought tolerant landscape species.
LUCI-7.9 Ⓡ	Preserve Vista's major creek corridors, such as Buena Vista Creek and Agua Hedionda Creek and their major tributaries, by integrating creek improvements and enhancements into future public and private projects.
LUCI-8.0 Ⓡ	**Ensure compatibility between different types of development by protecting the characteristics and features of neighborhoods while integrating new uses into surrounding uses.**
LUCI-8.1 Ⓡ	Discourage subdivision design that disrupts the existing development pattern within established neighborhoods.
LUCI-8.2 Ⓡ	Ensure that multiple-family residential development, specifically in the High Density Residential and Mixed Use land use areas, is sited and designed to enhance the residential character of Vista; includes amenities such as open space, landscaping, and architectural design that contributes to this character; and minimizes impacts on adjacent residential development that is of a lower density.
LUCI-8.3 Ⓡ	When applicable, use the Planned Residential Development Ordinance (Development Code Chapter 18.24) to encourage "clustering" to retain valuable natural resources.
LUCI-8.4 Ⓡ	Provide flexible public improvement standards in certain neighborhoods to retain their semi-rural character, if public safety is not compromised.
LUCI-8.5 Ⓝ	When hillside development is proposed, sites shall minimize grading by conforming to natural contours and incorporate native trees and vegetation into the proposed landscape design.
LUCI-8.6 Ⓔ	Prohibit mass grading to protect the visual continuity of the hillsides.
LUCI-8.7 Ⓝ	Preserve immediate ridges and hilltops in a natural state to the maximum extent possible. Intermediate ridges are those with visible land behind them that creates a backdrop to the ridge as viewed from the valley floor. Development should be sited such that buildings do not project above the natural landform. Development applications shall be designed so that site plans concentrate development in the subordinate or hidden locations, and grading plans minimize disruption of the natural landform and vegetation.
LUCI-8.8 Ⓝ	Discourage the rezoning of properties in rural Vista to high-density designation.
LUCI-9.0 Ⓔ	**Preserve and protect existing residential neighborhoods from actions, activities, or land uses that may have an adverse impact upon the enjoyment of the residential living environment.**
LUCI-9.1 Ⓔ	Require all new development to be designed to minimize impacts on adjoining residential neighborhoods.
LUCI-9.2 Ⓡ	Require visual and acoustic buffering between non-residential and residential uses in order to mitigate unacceptable levels of noise, odors, pollution, dust, light, and glare upon residential areas and other sensitive receptors, such as schools and day care centers.
LUCI-9.3 Ⓝ	Maintain the existing residential character of Low Density Residential and Rural Residential zoning designations which are characterized by large-lot single-family residential development, by encouraging land uses and intensities of development that are consistent with this image.

LUCI-10.0 Ⓡ	**Promote sustainable land use patterns and development regulations and guidelines by accommodating the development of a mix of land uses that meet the diverse needs of residents and businesses, with places to live, work, shop, be entertained and culturally enriched, engage in healthy lifestyles, and engage with one's community.**
LUCI-10.1 Ⓡ	Encourage all projects, particularly High Density Residential and Mixed-Use projects, to be connected to the multi-modal transportation system, such as close to SPRINTER stations; along high frequency public transportation corridors and in the Downtown Specific Plan.
LUCI-10.2 Ⓝ	Promote land use densities sufficient to support the development of businesses offering jobs matched to the education and skills of the city's residents and housing affordable to employees of local businesses, thereby reducing commutes to and from outside of the community.
LUCI-10.3 Ⓝ	Facilitate the redevelopment of the city's under-utilized commercial corridors and suburban centers to create vibrant, mixed-use areas by clustering higher density, pedestrian-oriented mixed use on larger parcels at key intersections, while re-using intervening parcels for housing mixed with neighborhood-oriented commercial services and/or public plazas.
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LUCI-11.0 Ⓔ	**Revitalize or redevelop Vista's Downtown and commercial areas, particularly aging or underutilized uses, properties, districts, and corridors.**
LUCI-11.1 Ⓡ	Facilitate revitalization or redevelopment of underutilized properties in Mixed Use Zones.
LUCI-11.2 Ⓡ	Encourage lot consolidation in older, underutilized properties.
LUCI-11.3 Ⓡ	Evaluate the City's Nonconforming Ordinance to promote bringing nonconforming uses and properties into compliance with current zoning regulations.
LUCI-11.4 Ⓝ	Focus redevelopment of underutilized parcels along freeway fronting roadways such as West Vista Way and Hacienda Drive and along major commercial corridors including Santa Fe Avenue and East Vista Way.
LUCI-11.5 Ⓝ	Redevelopment of commercial uses with residential mixed use in the larger commercial shopping centers of North County Square and on Hacienda Drive shall require the replacement of commercial development at a 1:1 ratio unless a fiscal impact analysis demonstrates that commercial is infeasible for the whole development project.
LUCI-12.0 Ⓡ	**Support the City's economic development strategies by providing opportunities for high value revenue generating land uses.**
LUCI-12.1 Ⓡ	Promote regionally oriented commercial development along the SR -78 corridor.
LUCI-12.2 Ⓡ	Evaluate the Vista Business Park Specific Plan and Specific Plan 14, as necessary, to provide flexibility, respond to market forces, and improve opportunities within the business park.
LUCI-12.3 Ⓡ	Monitor and modify the Zoning Code, as appropriate, to streamline or incentivize development on underutilized or vacant parcels and to provide flexibility to respond to market changes and employment trends.

LUCI-12.4 (E)	Continue to support the arts and cultural resources (public, private, and non-profit) to stimulate redevelopment and economic growth in the city.
LUCI-12.5 (R)	Promote projects that provide the city with enhanced revenues in the form of taxes, including through "spin-off" effects.
LUCI-13.0 (E)	**Promote a positive business climate through proactive use of incentives to retain and expand the City's economic base.**
LUCI-13.1 (R)	Develop incentives to stimulate reinvestment.
LUCI-13.2 (E)	Retain and encourage local businesses, as well as those that reflect and serve the City's diverse citizenry, through business assistance and retention programs, such as Vista CAREs, project fast tracking, Shop VISTA, fee deferral and /or elimination, and other economic stimulus programs.
LUCI-13.3 (R)	Encourage developments which create a vibrant retail and business environment, increasing property values and on a comparative basis provide the City with superior revenues.
LUCI-14.0 (N)	**Increase opportunity for low- and moderate-income households to afford and maintain quality housing options and promote inclusive communities, equity for all, fair housing choice, and access.**
LUCI-14.1 (E)	Provide adequate sites for affordable housing to support the policies and programs of the City's Housing Element.
LUCI-14.2 (N)	Provide programs to improve property and infrastructure and require the continual maintenance of property and infrastructure to support safe and sanitary homes.
LUCI-14.3 (N)	Support the development of accessible and affordable senior housing; larger rental apartments that are appropriate for families with services and recreational amenities; and accessible housing for people with disabilities.
LUCI-14.4 (E)	Collaborate with nonprofit partners to provide emergency shelter, transitional housing, permanent supportive housing, and supportive services for unsheltered people.
LUCI-15.0 (E)	**Promote a diversity of quality housing types that are affordable to a range of housing income levels and ages, accommodate changing demographics, and reinforce the economic sustainability of Vista.**
LUCI-15.1 (E)	Provide land use designations that support semi-rural, suburban, and urban housing options.
LUCI-15.2 (N)	Revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are oriented to the street, promote quality architecture, accessible to transit and open space, and are well landscaped.
LUCI-15.3 (N)	Foster a vibrant downtown through facilitating a range of housing types at densities that support transit and commercial businesses, mix of residential, entertainment, retail, and office-oriented uses, and pedestrian- and bike-focused circulation.
LUCI-15.4 (N)	Revitalize freeway fronting corridors by encouraging the production of higher density residential and lot consolidation.
LUCI-16.0 (R)	**Promote public interest and involvement in development and implementation of the City' s land use planning policies, plans, and programs by seeking out and engaging a diverse range of public participants.**
LUCI-16.1 (R)	Encourage, support and provide diverse community participation in the planning process, including development of land use policies, plans, and programs, through the development of inclusive and accessible outreach efforts, workshops, community meetings, public hearings, newsletters, and electronic media.

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LUCI-17.2 Ⓝ	Communicate and collaborate with the Vista Unified School District to know future plans for school district facilities and leverage opportunities for joint use of facilities.
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LUCI-18.0 Ⓔ	**Ensure that annexation of property within Vista' s SOI occurs in a manner that permits the existing character of the areas to remain when annexation occurs and is consistent with the planned land uses for these areas.**
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LUCI-18.3 Ⓔ	Evaluate fiscal impacts of requests for annexations to ensure that they occur in a manner that allows Vista to provide services without reduction in existing service levels.
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LUCI-18.6 Ⓝ	Upon annexation, preserve areas of high biological resources.

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CHAPTER 3

Circulation & Mobility Element


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3 Circulation and Mobility

The Circulation and Mobility Element of Vista 2050 functions as a guide to policy makers, decision makers, the general public, and planners in Vista regarding the desired circulation patterns through the 2050 planning period. It establishes the policy foundation to guide future circulation- and transportation-related decision making to achieve the Vista 2050 vision. It is intended to assist the community in understanding the different components of the transportation network and goals for the future that coordinate the circulation system with planned land uses.

Vista relies on a diverse multimodal transportation system consisting of roadways, transit service, bike facilities, and pedestrian facilities to move people and goods locally and regionally. Vista seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (together with people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

The primary purpose of the Circulation and Mobility Element is to define the transportation needs and to ensure policies that safely and efficiently accommodate future growth. The Circulation and Mobility Element designates future road improvements, transportation goals, policies, actions, and implementation programs. Vista promotes a balanced and multimodal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes, and promotes community economic development needs.

Legislative Context

Several key planning initiatives and state legislative actions have been adopted since the City's previous general plan update that redefine the way local transportation planning is carried out. Examples of these include Assembly Bill 1358 – Complete Streets Act, Senate Bill 375 – Sustainable Communities and Climate Protection Act, and Senate Bill 743 – Environmental Quality.

AB 1358

In September of 2008, the State of California approved AB 1358 – the Complete Streets Act. Effective January 1, 2011, AB 1358 requires city or county legislative bodies to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. "All users" is defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

SB 375

SB 375 was also adopted in 2008, requiring metropolitan planning organizations (MPO) to formulate a "sustainable community strategy" (SCS) as part of their regional transportation plan (RTP). The SCS is intended to identify how the region will achieve targeted reductions in greenhouse gas emissions from automobiles and light trucks through coordinated development patterns and transportation systems.

Efforts at the regional level have embraced the sustainable and multimodal transportation emphasis directed by these legislative actions. The San Diego Association of Governments (SANDAG) is responsible for developing the San Diego region's SCS. The SCS consists of the following five building blocks:

- A land use pattern that accommodates our region's future employment and housing needs and protects sensitive habitats and resource areas.
- A transportation network of public transit, Managed Lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.
- Managing demands on the region's transportation system (also known as Transportation Demand Management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Managing region's transportation system (also known as Transportation System Management, or TSM) through measures that maximize the overall efficiency of the transportation network.
- Innovative pricing policies, and other measures designed to reduce the number of miles people travel in their vehicles, as well as traffic congestion during peak periods of demand.

SB 743

SB 743 was signed into law in September 2013, making several changes to the California Environmental Quality Act (CEQA). This bill removes vehicular delay, level of service (LOS), parking and other vehicular capacity measures as metrics of transportation system impacts for mixed-use, infill or transit-oriented development projects. Vehicle miles traveled (VMT) is considered the new analysis metric used to measure transportation impacts. VMT reflects the automobile distance attributable to a project. The intent is to balance the needs of congestion management with statewide goals related to infill development, active transportation and transit use, and the reduction of greenhouse gas emissions. Consistent with state mandates, the City of Vista adopted the Transportation Impact Analysis Guidelines in October 2020, which include analysis methodologies for both Vehicle Miles Traveled and Level of Service assessments.

These guiding policies and documents emphasize the need for enhanced transportation networks that serve all travel modes, decrease reliance on single vehicle trips, and are closely tied to existing and planned development patterns. Building on these efforts, the updated General Plan is a comprehensive process that will provide for consistent and integrated land use and transportation planning. The Circulation and Mobility Element will ensure the City is eligible and competitive for a variety of funding sources by complying with regional, state, and federal guidance and trends.

AB 43

AB 43 was signed into law in October 2021 and provides local governments with more flexibility in establishing speed limits in areas with high pedestrian and cyclist activity, particularly for vulnerable groups like children, seniors, and individuals with disabilities. The bill allows for reduced speed limits in business

districts, residential areas, and places with significant pedestrian activity, emphasizing safety in these environments.

AB 43 revises the process for conducting Engineering and Traffic Surveys (E&TS), which are used to set speed limits. This reform aims to prioritize safety over simply adhering to the 85th percentile speed rule, allowing cities to consider factors such as land use, crash history, and the presence of vulnerable road users when determining appropriate speed limits. For example, it facilitates the reduction of speed limits in business districts, such as downtown areas, to protect pedestrians and cyclists while improving the overall safety of the road network.

AB 2097

AB 2097 was signed into law in September 2022 and prohibits cities and public agencies from imposing minimum parking requirements on most new developments located within a half-mile of major transit stops. This measure aims to reduce housing and construction costs, lower greenhouse gas emissions, and encourage transit-oriented development by eliminating the need for excessive parking, which often increases project costs significantly.

The law applies broadly to residential, commercial, and industrial developments but excludes transient lodgings like hotels and motels. Local governments can impose parking requirements only under specific conditions, such as when it is necessary to meet regional housing needs or address special housing needs for seniors or people with disabilities. This must be justified with clear findings within a 30-day timeframe.

AB 413

AB 413, known as the “Daylighting Bill”, was signed into law in October 2023 and establishes “daylighting” rules aimed at improving intersection visibility and reducing traffic collisions. This law prohibits vehicles from parking, stopping, or standing within 20 feet of a marked or unmarked crosswalk on the approach side of the intersection. For crosswalks with curb extensions, the restricted distance is reduced to 15 feet. These measures aim to enhance drivers’ sight lines and increase pedestrian safety, especially since intersections account for a significant share of pedestrian fatalities.



justifications, and they may permit certain exceptions, such as commercial vehicle loading zones or bicycle parking, under specific conditions.

The implementation will require adjustments to local parking and enforcement practices, potentially reducing parking spaces but improving safety at intersections statewide

AB 1216

AB 1216 was signed into law in September 2024 and prohibits the installation of new sharrows (Class III) on highways with a posted speed limit over 30 mph, except in certain circumstances.

Additionally, starting January 1, 2026, the bill prohibits the California Transportation Commission from adding any project that creates a Class III bikeway or installs a sharrow to the Active Transportation Program, unless specified conditions are met. The bill also requires the commission to revise its guidelines for project eligibility and selection to align with these changes.

AB 98

AB 98 was signed into law in September 2024 and establishes new restrictions on warehouse developments near sensitive sites like homes, schools, and hospitals. The law primarily focuses on mitigating pollution and traffic impacts from warehouses, especially in heavily impacted regions.

The law aims to balance economic development from the logistics sector with the need to reduce air pollution and protect public health. This legislation reflects a growing emphasis on sustainable and community-sensitive development in California’s logistics industry.

3.1 Active Transportation

Active transportation plays a critical role in shaping a sustainable and connected Vista. By prioritizing walking, biking, and other non-motorized modes of travel, the City aims to create a safer, more accessible, and environmentally friendly mobility network. Encouraging active transportation not only reduces traffic congestion and greenhouse gas emissions but also promotes healthier lifestyles and enhances community connections. This section outlines strategies to expand and improve active transportation infrastructure, ensuring seamless integration with the broader mobility network and fostering a vibrant, multimodal city.

3.1.1 Bicycle Facilities

Bicycling offers a variety of transportation and recreational benefits. Bicycles can be used for local trips, offering an alternative to traditional vehicular travel, as well as being used by school-age children for commute trips to and from school. Bicycles can also help people access transit stops and reach their final destinations – commonly referred to as first/last-mile. It is an accessible mode of transportation given the comparatively low cost of owning and operating a bicycle. Additionally, as a form of recreation, bicycling can be used to fulfill exercise recommendations, thereby contributing to improving public health.

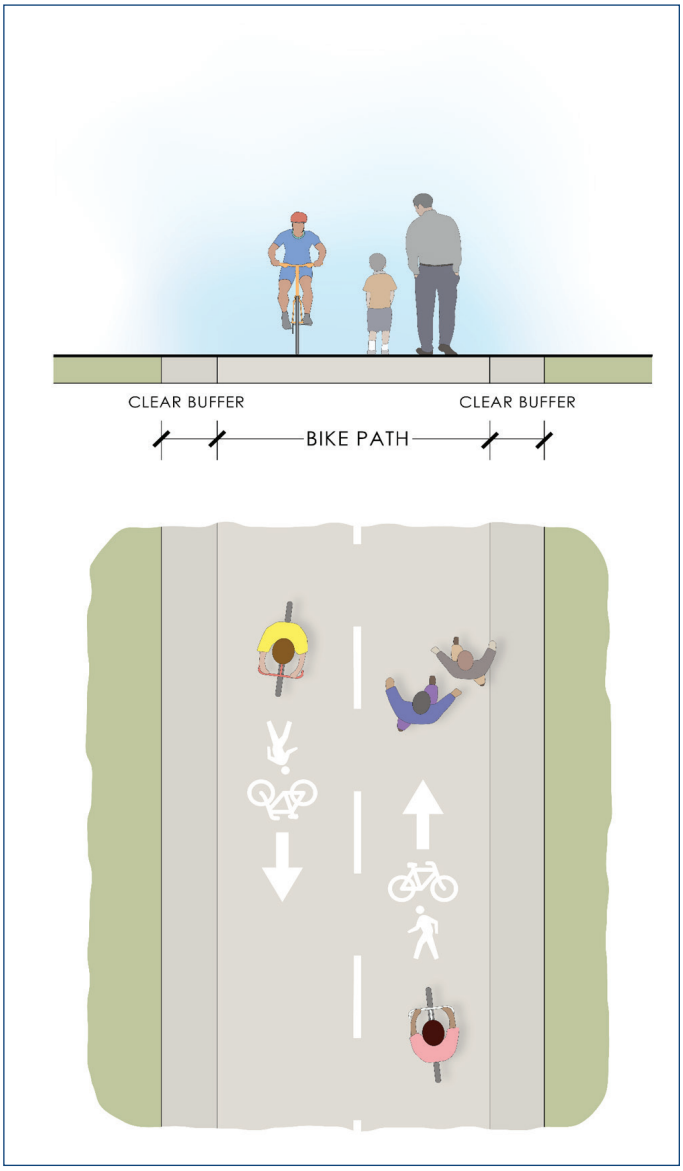
To realize these benefits, the bicycle network must be well-connected, convenient, and comfortable for people of varying skill levels. Bicycle facilities should also connect users from their trip origins to their destinations in a manner that is appropriate to the surrounding environment. Secure and reliable bicycle parking is another component that can often be overlooked, yet critical to encouraging bicycle use.

The four classifications of bicycle facilities recognized by the California Department of Transportation (Caltrans) include Class I Bike Path, Class II Bike Lane, Class III Bike Route, and Class IV Separated Bikeway (also known as a Cycle Track). Additionally, the Vista GPU planned bicycle network also includes a Bicycle Boulevard classification, which is not part of the California Streets and Highways Code Section 890.4, but is supported by the Federal Highway Administration's Bikeway Selection Guide (FHWA Guide)[1] and Caltrans Bikeway Facility Selection Guidance[2].

Class I Bike Path

Also referred to as a multi-use path or shared-use path, is a completely separated, paved, right-of-way designed for the exclusive use of bicycles and pedestrians as seen in Figure CM-1. Typically, crossflows with motorists are minimized on these types of facilities. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel.

Figure CM-1: Class I Bike Path

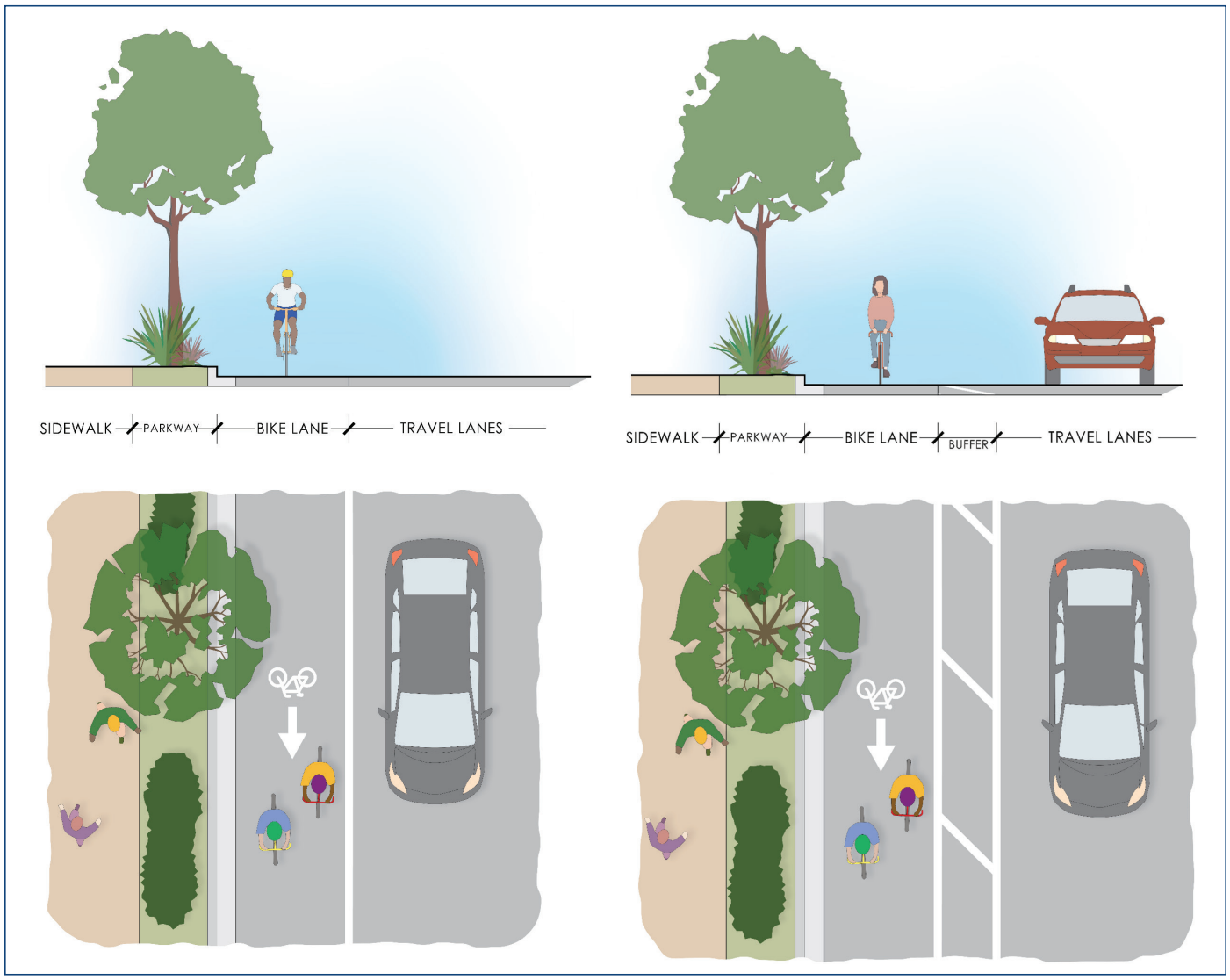


1 U.S. Department of Transportation. (2019). Bikeway Selection Guide.
2 State of California Department of Transportation. (202). Bikeway Facility Selection Guidance

Class II Bike Lane

Provides a striped lane designated for exclusive one-way bicycle use, however, pedestrian and motorist crossflows are permitted at certain locations such as driveways. Bike lanes can be supplemented with enhancements such as painted buffers which provide additional separation from vehicles.

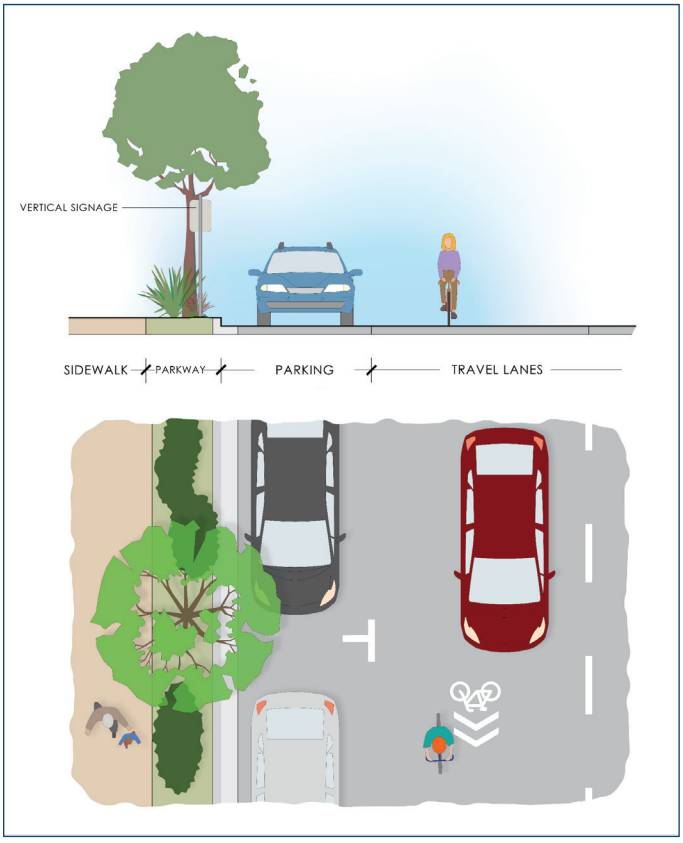
Figure CM-2: Class II Bike Lane



Class III Bike Route

Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings known as “sharrows” as seen in Figure CM-3. Bike routes are best suited for low-speed, low-volume roadways as they do not provide a dedicated space for bicyclists. Bike routes help provide network continuity, or designate preferred routes where other facilities may be infeasible.

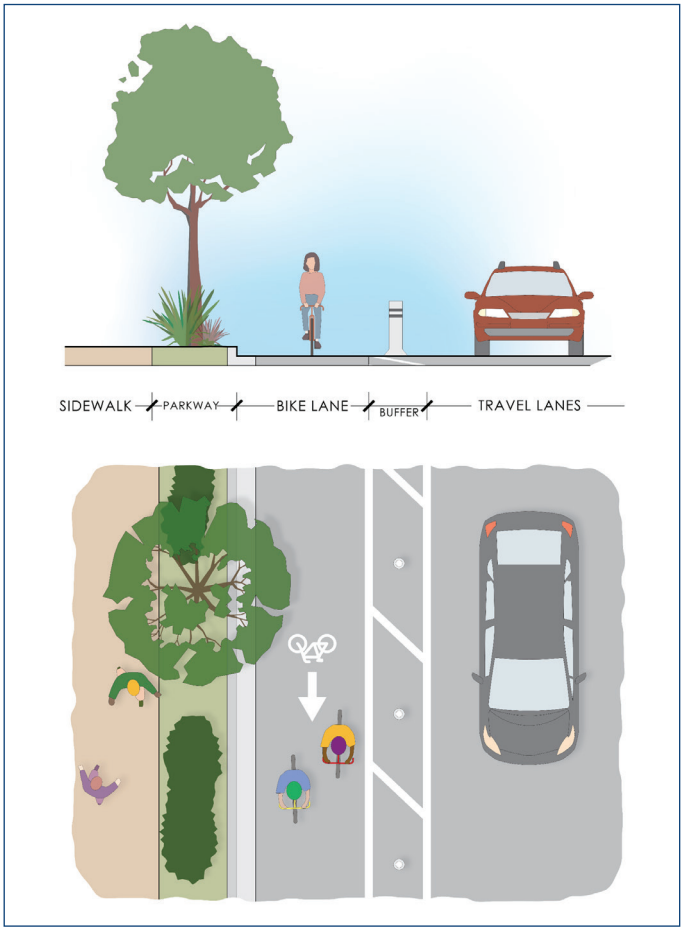
Figure CM-3: Class III Bike Route



Class IV Separated Bikeway

Also referred to as a cycle track or protected bikeway, provides a right-of-way designated exclusively for bicycle travel within the roadway that is physically separated from vehicular traffic as seen in Figure CM-4. A Class IV facility can provide for one-way or two-way travel. Types of physical separation include, but are not limited to, flexible posts, grade separation, or on-street parking.

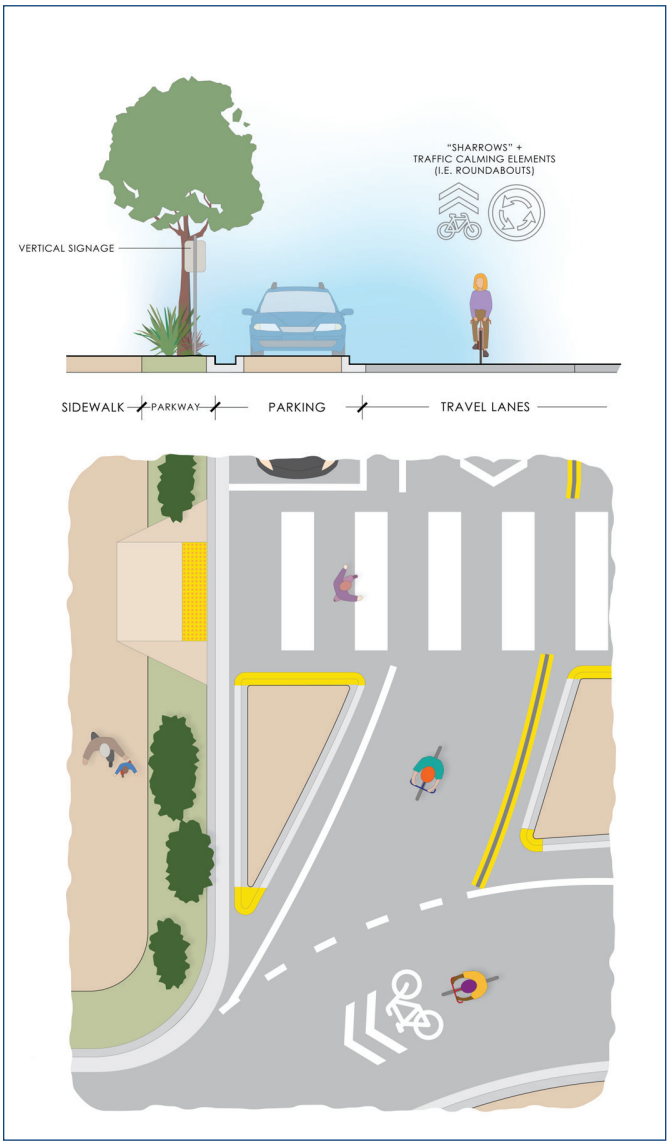
Figure CM-4: Class IV Separated Bikeway



Bike Boulevard

Bicycle boulevards are traffic-calmed streets with low motorized traffic volumes and good wayfinding, optimized for bicycle travel. These facilities use signage, pavement markings, and speed and volume management measures to discourage through-trips by motor vehicles, ensuring safety for cyclists as seen in Figure CM-6. Additionally, they include bicycle crossing treatments when intersecting with busy arterial streets.

Figure CM-5: Bike Boulevard



3.1.2 Pedestrian Facilities

The pedestrian environment influences every trip. Regardless of the primary mode of transportation, all trips start and end with walking. We walk from our origins to our destinations, or to/from our bicycles, transit stops, or our own vehicles, underscoring the importance of safe and comfortable walking environments.

Pedestrian facilities largely consist of sidewalks, curb ramps, crosswalks, and trails. Additional features help facilitate pedestrian crossings, such as pedestrian signal heads, curb extensions, and signage, while other amenities can be provided to enhance overall comfort, like lighting, landscaping, seating, and buffers from vehicular traffic.

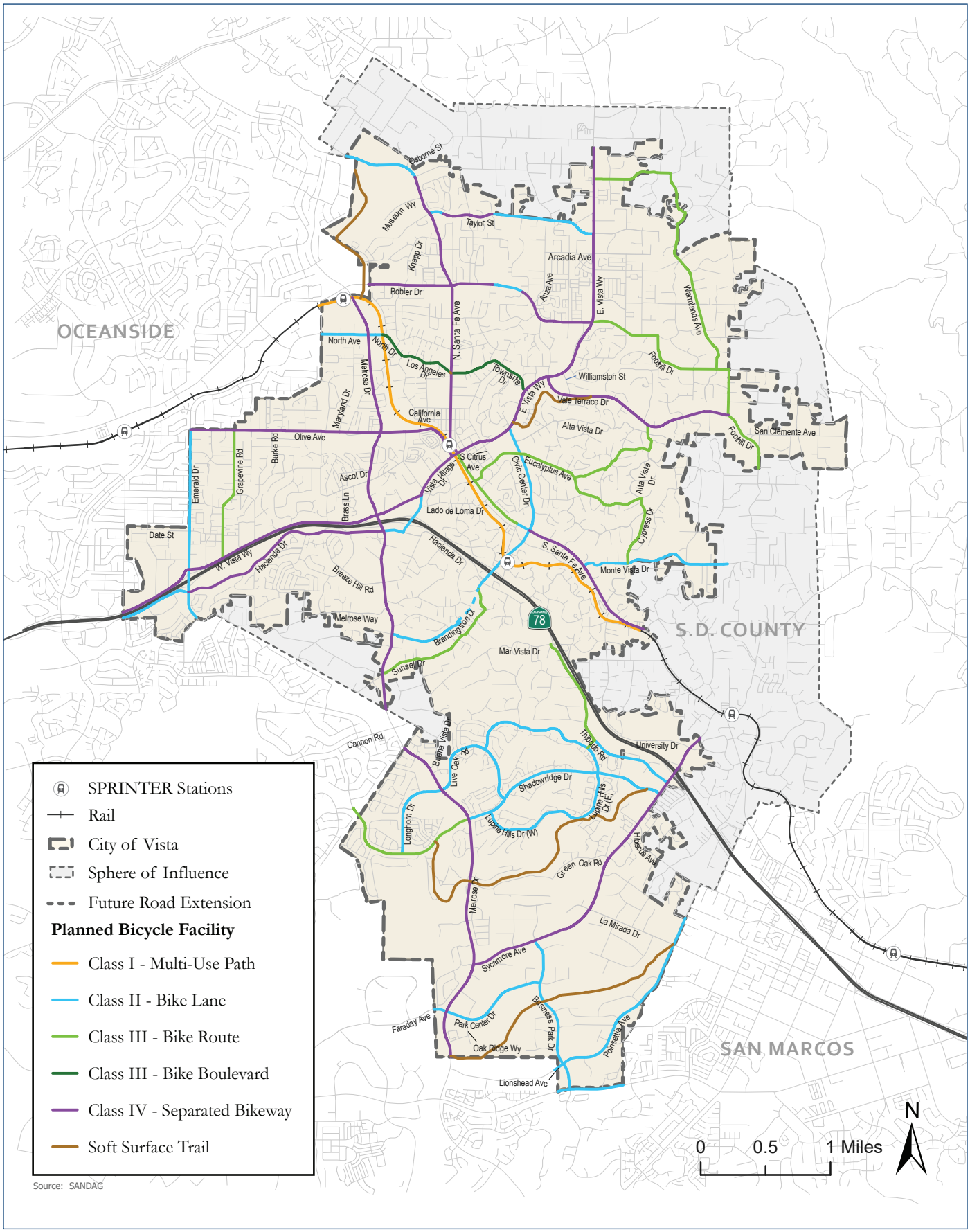
Providing quality pedestrian infrastructure paired with complimentary land use patterns can support increased opportunities for walking as a means of transportation and recreation while also improving pedestrian safety. Increased walking can lead to health benefits through exercise, as well as decreased greenhouse gas emissions resulting from fewer vehicle trips.

However, many roadways and older neighborhoods currently lack pedestrian infrastructure. Therefore, where feasible, the City CIP Program and private development projects continue to construct sidewalk networks to support the newly established neighborhoods and commercial/industrial developments. These new developments are critical pieces to the growing pedestrian network.

To focus and prioritize investment, as well as help the City determine which pedestrian features would be appropriate, a pedestrian route type classification system was developed. This system is used to categorize roadways based on existing or desired characteristics for the walking environment, adjacent uses, and destinations served. Three route type designations are proposed for Vista: Connectors, Corridors, and Districts.

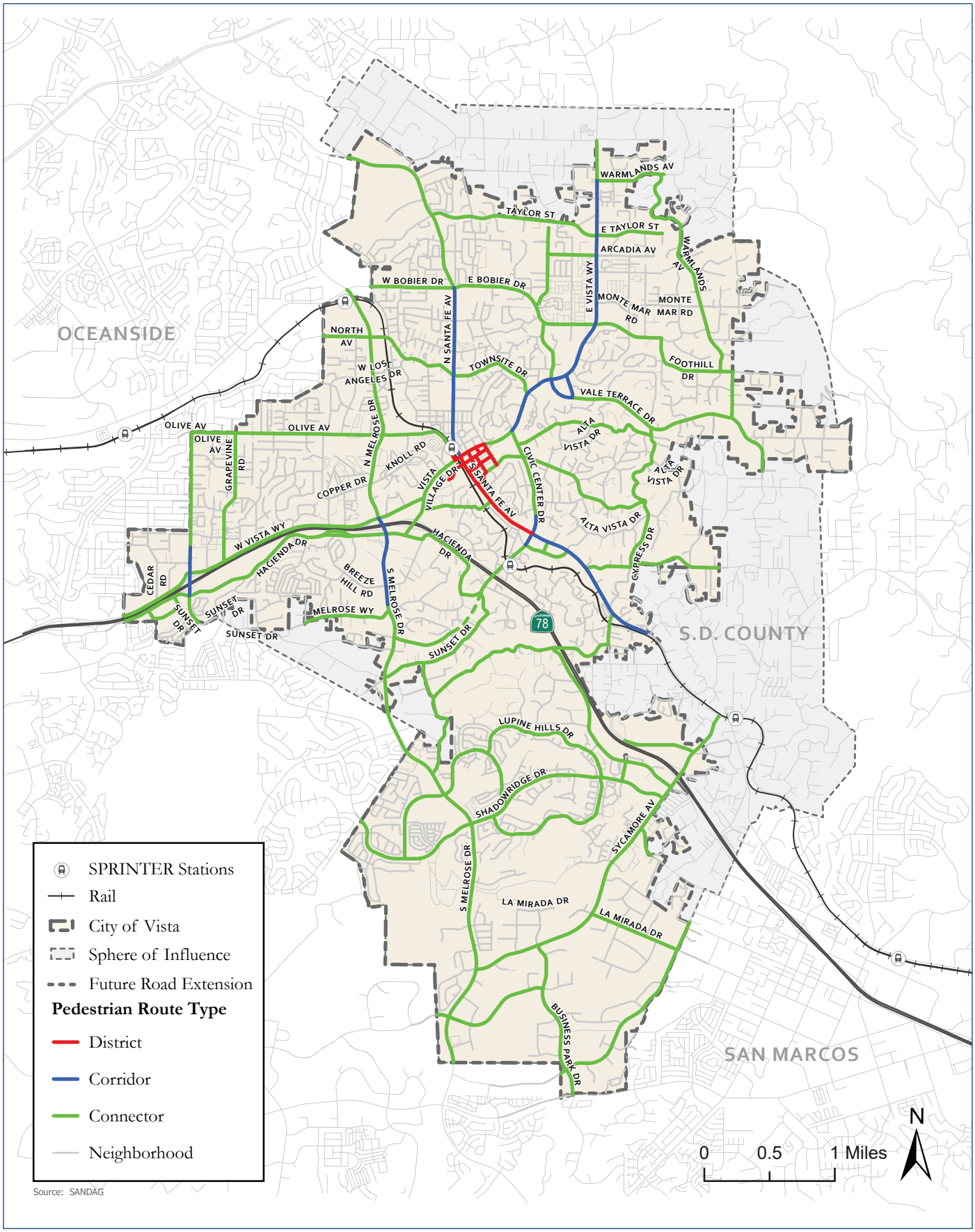
The pedestrian route type was based on the roadway classification, active transportation propensity model, and adjacent land uses. Areas with high active transportation propensity results and proximity to commercial/retail land uses among other factors were designated as Districts. Areas with moderate pedestrian activity and that support schools, parks, shopping districts, and commercial/retail land uses were designated as Corridors. Areas with low pedestrian activity and moderate to high level of vehicular traffic were designated as Connectors. Figure CM-7 presents the planned pedestrian routes.

Figure CM-6: Planned Bicycle Network



Source: SANDAG

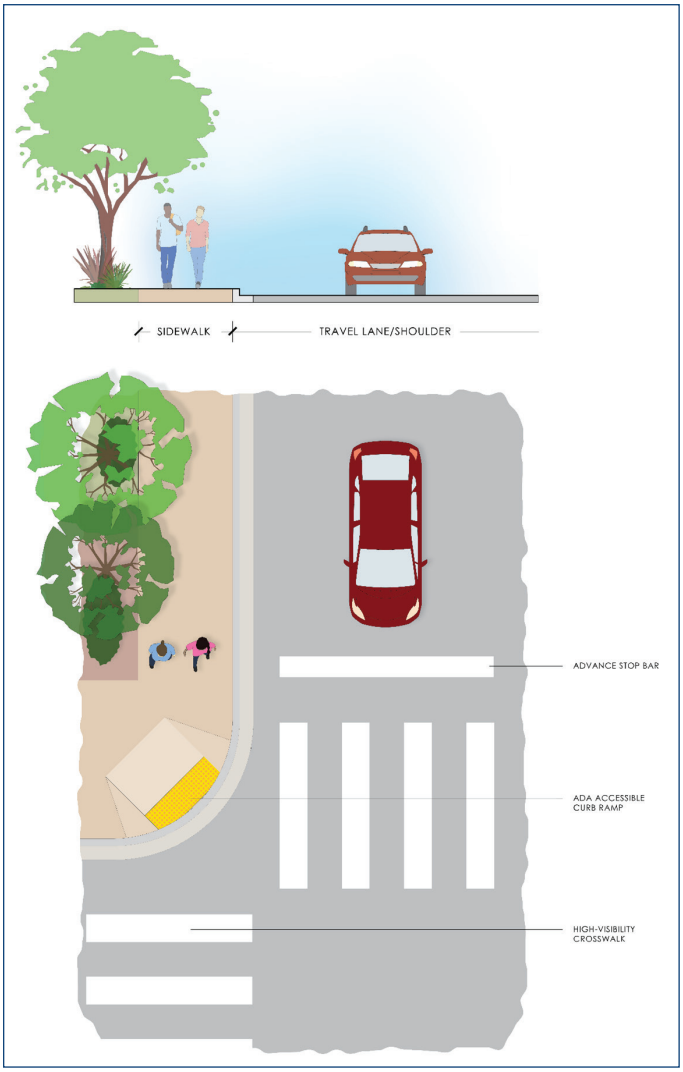
Figure CM-7: Planned Pedestrian Route Types



Connectors

The Connector route type is designated for roadways with low pedestrian activity and moderate to high levels of vehicular traffic. Connectors help bridge the gap residential neighborhoods, Corridor route types, and final destinations. This designation makes up the greatest portion of the pedestrian route type system. The Connector route type is intended to consist of standard sidewalks with accessible curb ramps and marked crosswalks with advance stop bars at signalized intersections, as shown in Figure CM-8.

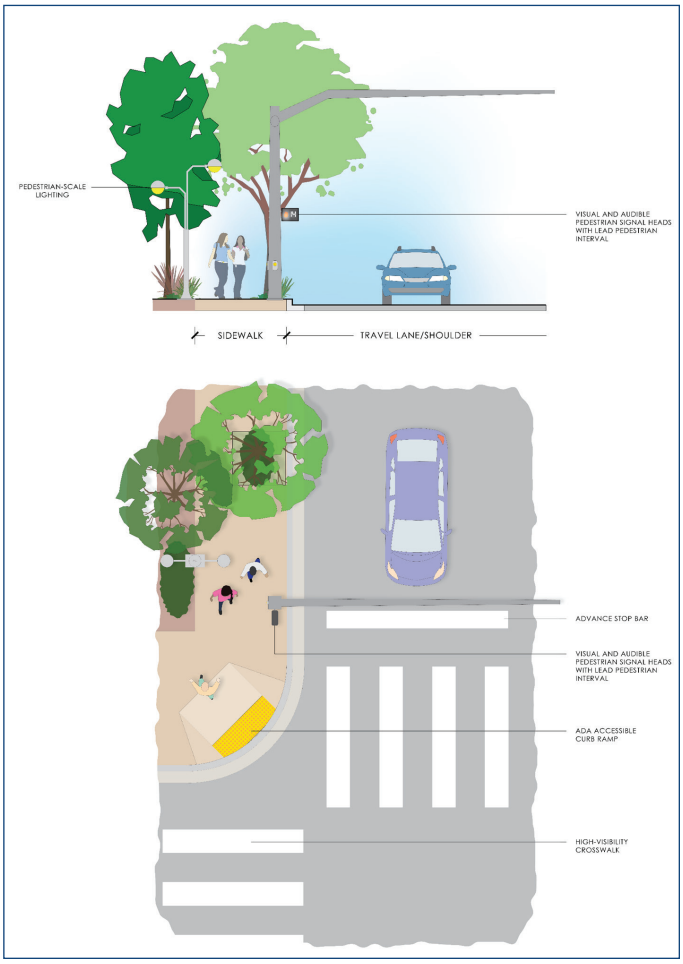
Figure CM-8: Connector



Corridors

The Corridor route type is designated along roadways that support commercial businesses, shopping districts, schools, parks, and high ridership transit stops. Moderate pedestrian activity is anticipated in these areas, necessitating more enhanced features to support pedestrians. Corridor features consist of those identified under the Connector route type and may include the addition of wider sidewalks (>5'), pedestrian countdown signal heads with lead pedestrian intervals at signalized intersection, and maked crosswalks with advance stop bars at marked crossing locations, as shown in Figure CM-9. Pedestrian scaled lighting may also be appropriate in some areas.

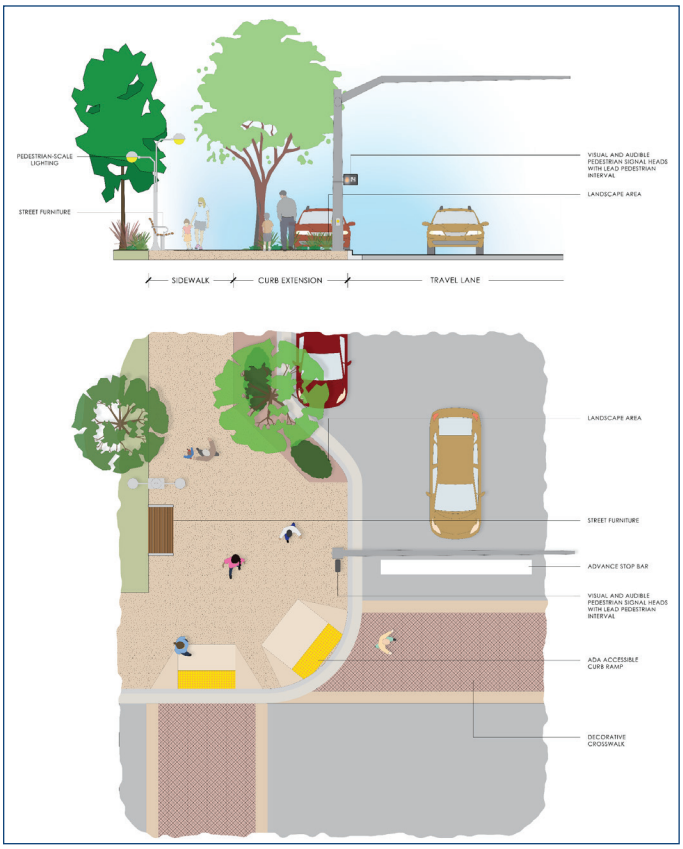
Figure CM-9: Corridors



Districts

The District route type is reserved for the areas with the greatest anticipated pedestrian activity due to the proximity to existing or planned commercial/ retail, high ridership transit stops, and higher density residential uses. Areas designated as Districts receive the greatest level of pedestrian enhancements. In addition to the Connector and Corridor route type features, Districts features may also include wide sidewalks (> 8'), increased landscaping and buffers from the roadway, pedestrian street furnishings, and curb extensions at crossing locations, as shown in Figure CM-10.

Figure CM-10: Districts



The following goal and policies focus on creating a comprehensive and efficient active transportation network that integrates with transit, enhances recreational opportunities, and promotes alternative modes of travel to reduce reliance on automobiles.

CM-1.0 Develop an efficient active transportation network that is transit accessible and encourages recreation opportunities and alternative transportation options to the automobile.

CM-1.1 - Maintain an updated sustainable mobility/ active transportation plan that details and prioritizes the implementation of active transportation infrastructure improvements throughout the City using the General Plan as the guiding document.

CM-1.2 - Require proposed developments, where feasible, to dedicate easements for Class I bikeways or hiking trails and support connections to the Inland Rail Trail in the project vicinity where deemed appropriate.

CM-1.3 - Require developers to provide facilities for pedestrian travel, avoiding the need to use driveways to access development.

CM-1.4 - Require developers and public agencies to install bicycle storage and other bicycle amenities where appropriate.

CM-1.5 - Implement the City's Safe Routes to School Program and support local school district efforts that improve walking and bicycling routes. Seek grant funding to construct improvements identified in the program and conduct educational programs for schools in Vista.

CM-1.6 - Maintain and expand, where possible and appropriate, the system of non-motorized connections that link resident's neighborhoods to larger main roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transit stops and stations. Coordinate with surrounding jurisdictions to ensure these connections link to similar facilities within those jurisdictions.

CM-1.7 - Complete breaks in sidewalks and non-motorized paths where they are missing, especially along commercial corridors and routes to schools. in accordance with the Citywide Sidewalk Priority Plan. The Citywide Sidewalk Priority Plan details and prioritizes the implementation of sidewalk infrastructure improvements throughout the City using the General Plan as the guiding document.

CM-1.8 - Design and implement crossing improvements that minimize pedestrian exposure to vehicular traffic, such as curb extensions or refuge islands, wherever feasible.

3.2 Public Transportation

Public transit is an energy and space efficient travel mode, making it an important component of the transportation network. Encouraging transit use as Vista continues to grow will help accommodate the increase in roadway users. Efficient service that connects residential communities, employment centers, commercial areas, schools and other public resources is important to attracting and sustaining ridership.

Pedestrian and bicycle access to transit stops is another important consideration. The planned pedestrian routes and bicycle network presented in the previous sections are intended to facilitate convenient and comfortable active transportation access to bus stops, helping connect transit riders to the stops during the first/last-mile of their trips.

Public transit in Vista is operated by the North County Transit District (NCTD). Transit stop amenities, such as benches, shelters, trash cans, and route information, are identified through coordination efforts between the City and NCTD. NCTD provides bus (BREEZE) and light rail (SPRINTER) services throughout Vista, offering local and regional connections between Vista and adjacent cities as well as connections to other transit providers, including the COASTER, Amtrak, Metrolink, and the Metropolitan Transit System (MTS).

The City supports NCTD's efforts to promote public transit as an alternative transportation option thereby supporting regional mobility efforts through initiatives that include upgrades to major bus corridors serving Vista, aimed at enhancing speed, reliability, and overall transit performance. Rail service infrastructure projects are also planned along the SPRINTER and LOSSAN corridors, including signal modernization, double-tracking, and grade separations, all of which enhance capacity, safety, and connectivity. NCTD is further advancing transit-oriented development (TOD) around key stations, including plans for improvements at the Vista Transit Center and Civic Center Station, integrating housing, retail, and community amenities near transit hubs.

These efforts not only enhance mobility and connectivity for Vista residents but also align with the City's long-term vision for sustainable transportation. Improved bus and rail infrastructure, combined with transit-oriented development, supports the City's goals to reduce greenhouse gas emissions, encourage multimodal transportation, and create accessible, walkable communities.

Figure CM-11 displays transit recommendations within the City identified in SANDAG's draft Regional Plan (2025)[3] . Some of the major recommendations include double tracking and grade separation projects.

The following goal and policies emphasize the City's dedication to promoting alternative transportation options by improving access to transit connections, supporting regional transit expansion, and enhancing multimodal connectivity for all residents.

CM-2.0 Encourage alternative forms of transportation to private automobiles that meet the needs of all City residents by providing improved access to transit connections to employment and other activity centers.

CM-2.1 - Coordinate with NCTD to continue to expand local rail and bus service to and within Vista. Particular emphasis should be placed on improving access to transit within the downtown core and high-density residential areas to achieve the regionally accepted Smart Growth principles.

CM-2.2 - Support the efforts of SANDAG and NCTD to double - track the SPRINTER line and allow for grade separation projects at major intersections in the City.

CM-2.3 - Encourage NCTD to properly mitigate the noise and traffic circulation impacts associated with future expansion of transit service.

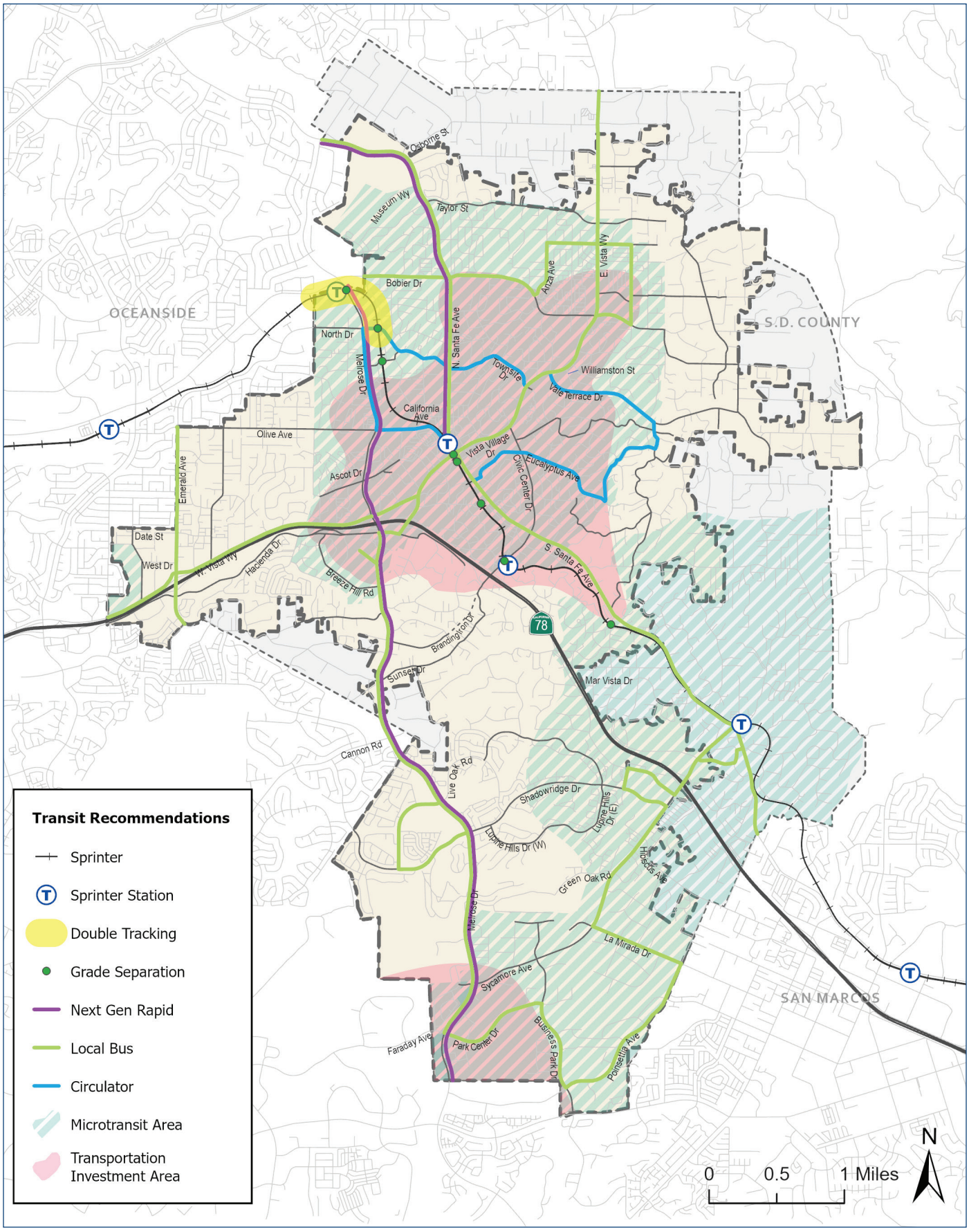
CM-2.4 - Coordinate with NCTD to enhance bus stop infrastructure, prioritizing improvements during streetscape or development/redevelopment projects. Improvements may include bus pullouts along high-speed roadways, prioritizing far-side stop locations where feasible, ensuring ADA compliance, and integrating shelters, seating, and lighting.

CM-2.5 - Continue coordinating with NCTD to identify and prioritize intersections along major roadways for transit priority improvements.

CM-2.6 - Collaborate with NCTD to support and sustain SANDAG's Youth Opportunity Pass (YOP) program, ensuring free transit access for youth.

3 SANDAG Draft 2025 Regional Plan Transportation Network

Figure CM-11: Planned Transit Network



3.3 Local Transportation and Complete Streets

Despite the various modes of transportation, vehicular travel is the most commonly used travel mode in Vista. The importance of efficient vehicular operations cannot be understated as personal vehicles, bus transit, and movers of commercial goods all utilize the same roadway system.

Roadway congestion leads to increased greenhouse gas emissions from idling vehicles, longer travel times, and potentially increased vehicle miles traveled as drivers seek out of direction alternative routes. These considerations underscore the importance of maintaining the adequate flow of vehicles in a manner that is direct and safe.

Continued innovations in the transportation industry have led to more tools available now than ever before, enabling jurisdictions to accommodate vehicular demands while also offering quality networks for alternative transportation modes. The development of Vista's vehicular network should be achieved in a manner that complements or supports alternative transportation modes, not at the expense.

Additionally, the City is committed to maintaining the semi-rural character of existing roadways while integrating necessary improvements to support safe pedestrian and bicycle travel. Circulation and Mobility Policies encourage the maintenance of roadway widths where feasible, ensuring that enhancements do not compromise the neighborhood's aesthetic and functional qualities. By balancing functional enhancements with the preservation of Vista's scenic roadways, the city aims to create a transportation network that is both functional and visually appealing, enriching the community's experience for residents and visitors alike.

3.3.1 Classification System

Vista's planned vehicular classification system was developed based on the City's existing functional classifications and future travel demand, with a horizon or buildout year of 2050. The roadway classifications are intended to balance the needs of all roadway users, while taking the existing built environment limitations into consideration. The City of Vista Circulation and Mobility Element system consists of Prime Arterial, Urban Major, Major Arterial, Complete Street, Collector, and Semi-Rural designations. The remaining roadways under the City of Vista's jurisdiction are generally identified as undivided 2-lane local streets.

The categories of roadways detailed below are differentiated by width, function, and capacity.

Prime Arterial

Typically, a six- lane divided roadway intended to carry up to 54,000 average daily trips (ADT), providing connections to the regional freeway system, major commercial centers, and neighboring jurisdictions. Prime arterials typically have raised landscaped medians. On-street parking is prohibited. Bicycle facilities along prime arterials are recommended to be protected or physically separated from vehicular travel lanes due to higher traffic volumes and posted speed limits.

Urban Major

Typically, a four-to six-lane divided roadway intended to supplement prime arterials, also providing access to the freeway and major community resources and intended to carry up to 45,000 ADT. On-street parking is prohibited. Urban major roadways typically have raised or landscaped medians. Urban major roadways also serve as critical links in the bicycle network due to their connections, and as a result of high volumes and traffic speeds, striped or physical buffers are recommended to make bicycling more comfortable in these environments.

Major Arterial

Typically, a four-to-six-lane divided roadway that provides key connections between freeways, prime arterials, urban major, and collector roadways, linking residential, commercial, and industrial areas and intended to carry up to 36,000 ADT. Major arterial roadways typically have striped, raised, or landscaped medians and bicycle facilities. As a result of higher volumes and traffic speeds on these roadways striped or physical buffers are recommended to make bicycling more comfortable in these environments.

Complete Street

Typically, a two-lane divided roadway that prioritizes mobility for all modes of travel including pedestrians, cyclists, transit riders, and motorists, and intended to carry up to 22,500 ADT. Design elements of complete streets typically include wide sidewalks, on-street parking, Class IV cycle tracks, and traffic calming measures such as curb extensions or roundabouts. They may also include other amenities

such as landscaping, pedestrian-scaled lighting, and wayfinding signage to enhance the user experience and promote active transportation.

Collector

Typically, a two-to-four-lane undivided or divided roadway intended to carry up to 22,500 ADT, with lower posted speed limits. Collectors generally serve residential neighborhoods, schools, and parks leading to moderate levels of pedestrian and bicycle activity. Design features can include a center two-way left-turn lane or left-turn pockets. On-street parking and/or bicycle facilities may be provided.

Semi-Rural

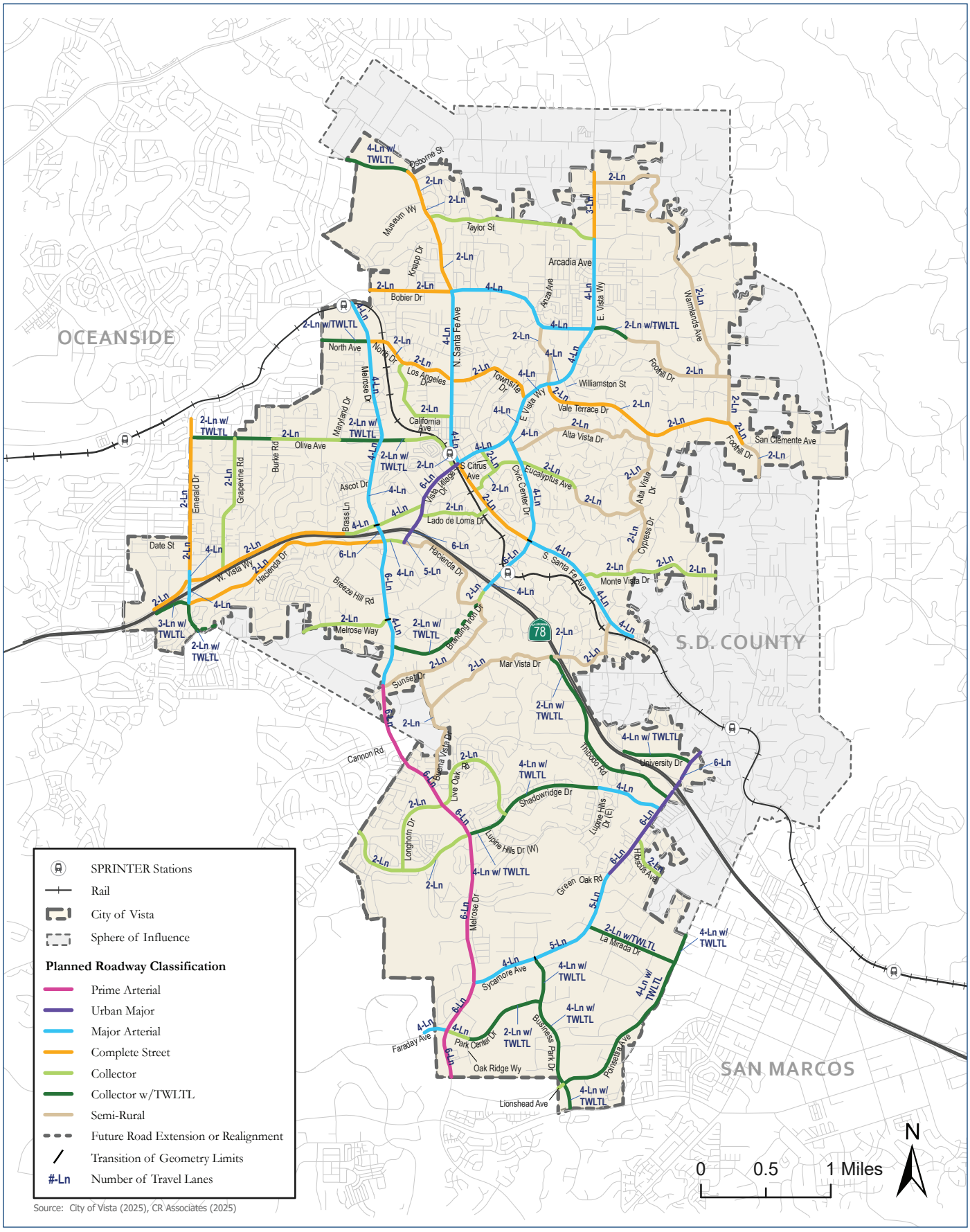
Typically, a two-lane divided roadway that provides connectivity between areas within the city with semi-rural characteristics and intended to carry up to 7,900 ADT. Semi-rural roadways generally feature limited shoulder width, few traffic signals along them, and include elements such narrow or no pathways and minimal lighting.

Figure CM-12 presents the planned roadway network classifications.

Figure CM-13 through Figure CM-22 presents typical cross-sections of the planned roadway network classifications.



Figure CM-12: Planned Roadway Network Classification



Source: City of Vista (2025), CR Associates (2025)

Figure CM-13: Typical Cross-Section of Designated Prime Arterial Roadways

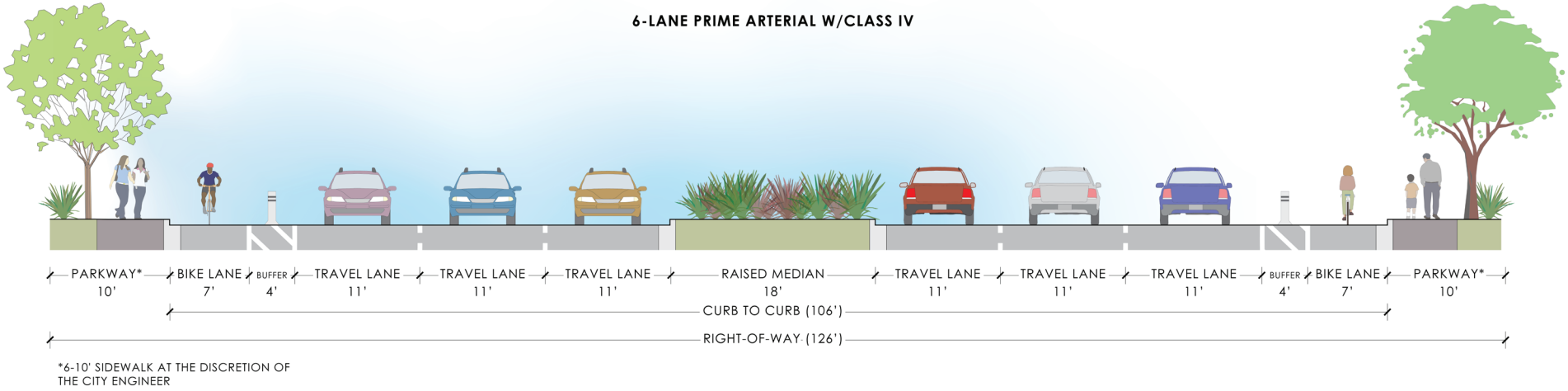
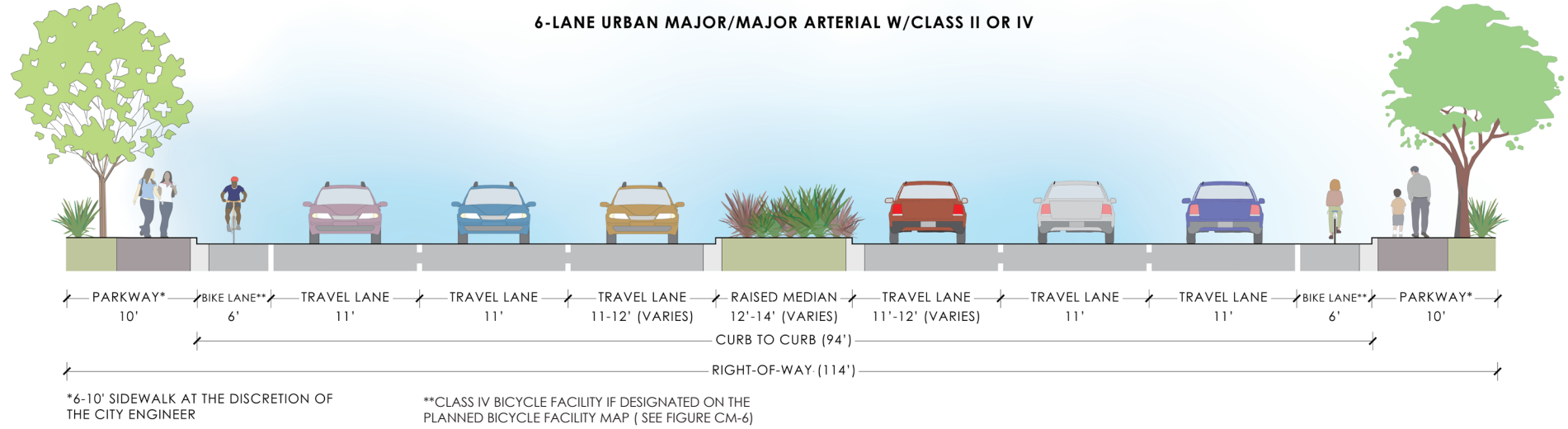


Figure CM-14: Typical Cross-Sections of Designated Urban Major Arterial Roadways (Part 1)



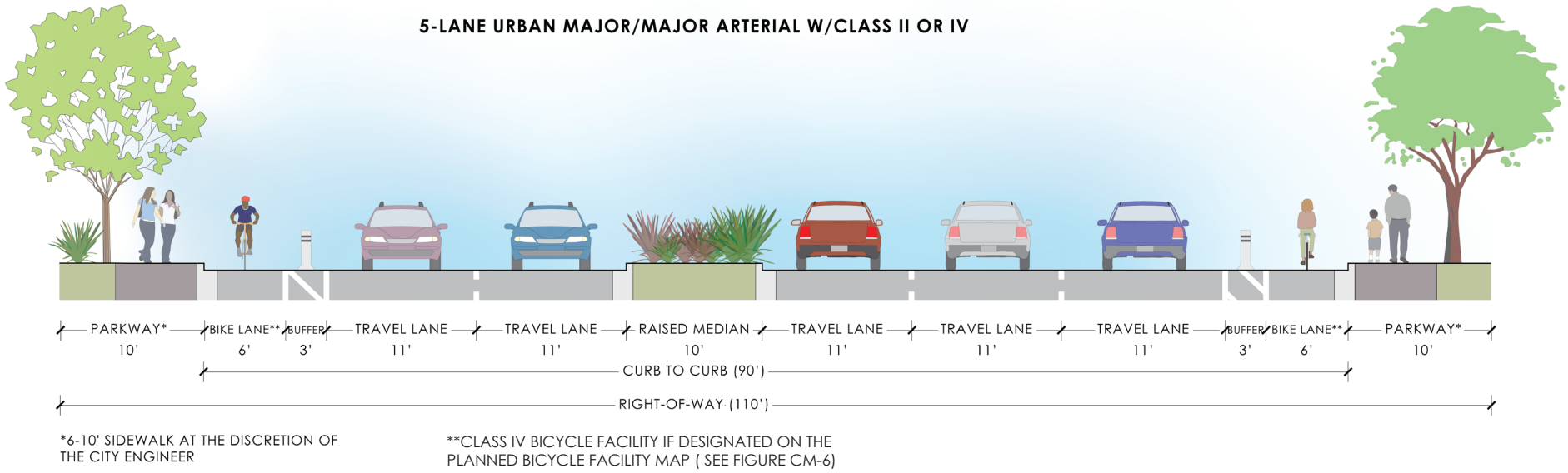


Figure CM-15: Typical Cross-Section of Designated Major Arterial Roadways (Part 2)

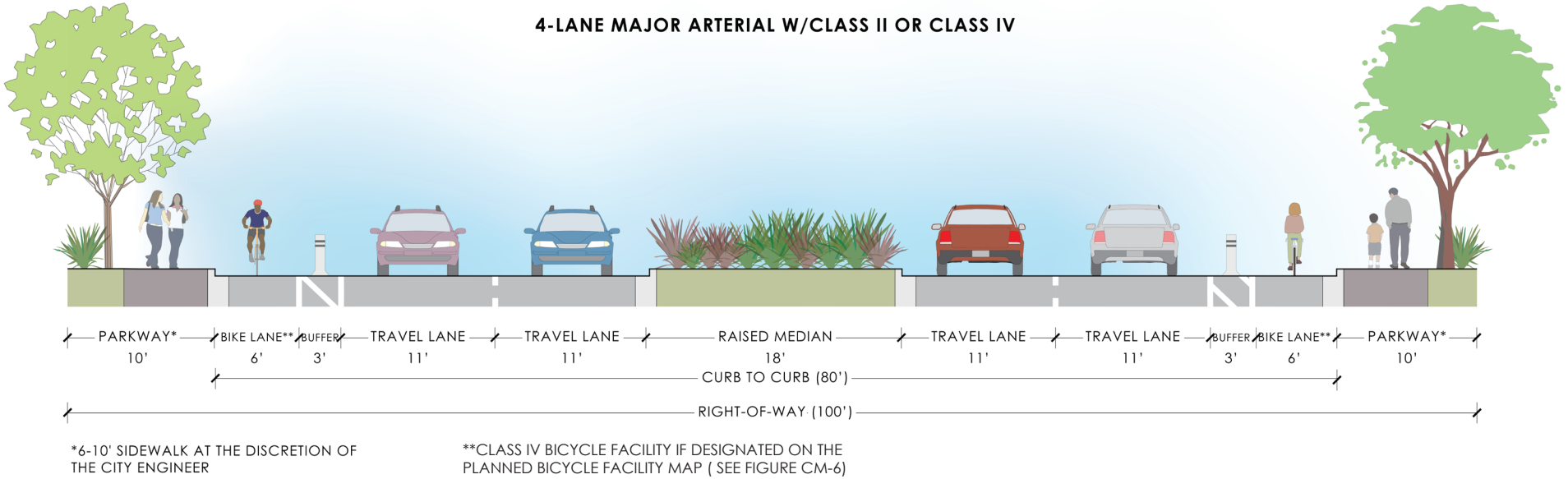


Figure CM-16: Typical Cross-Section of Designated Complete Streets Roadways

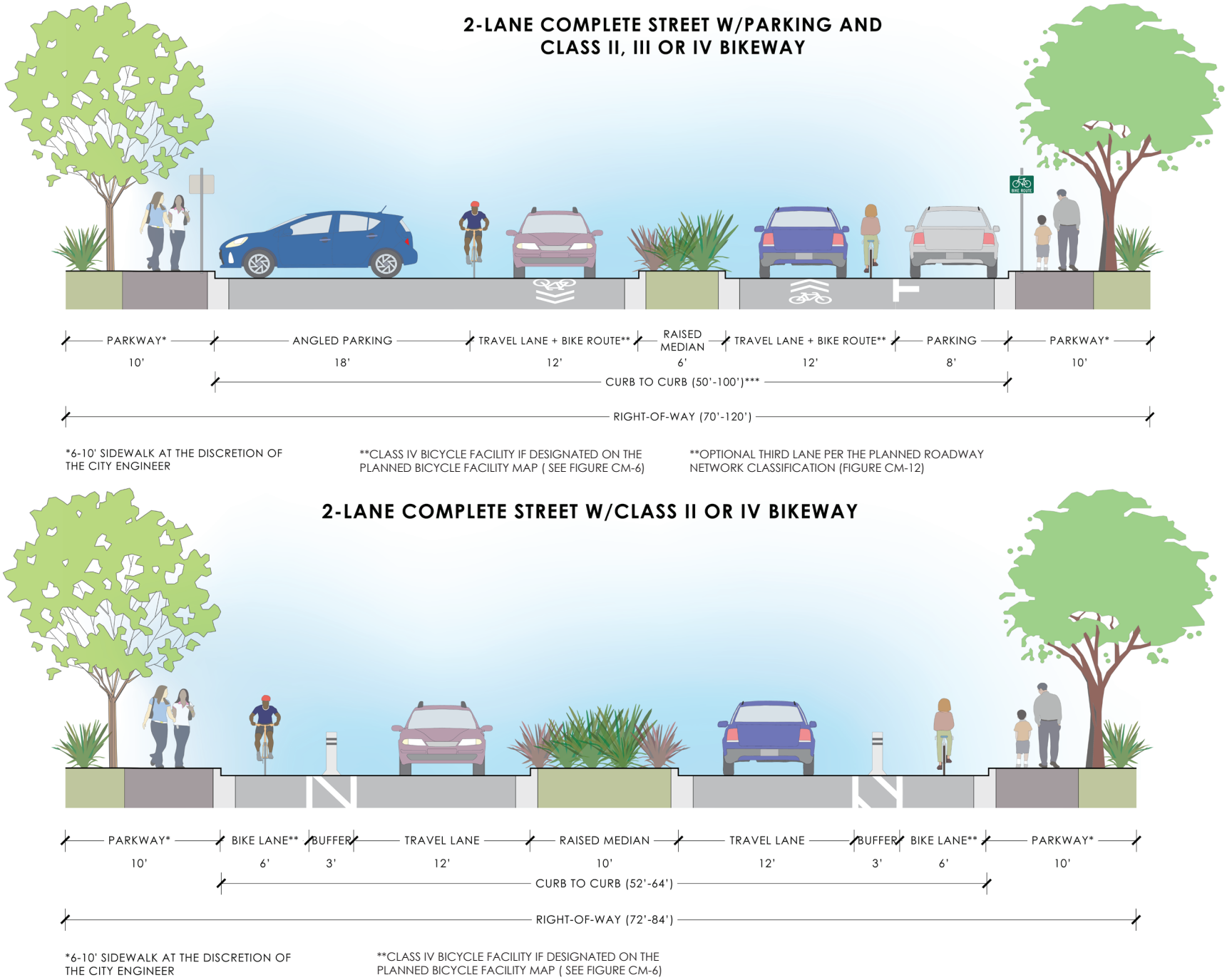
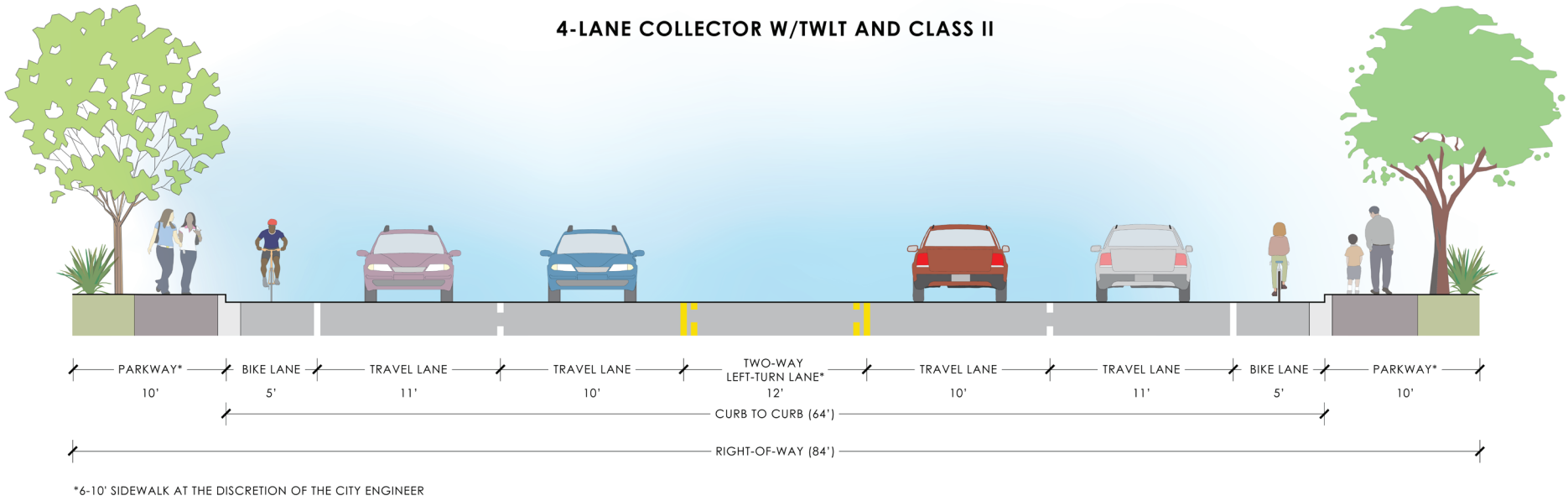


Figure CM-17: Typical Cross-Section of Designated Collector Roadways (Part 1)



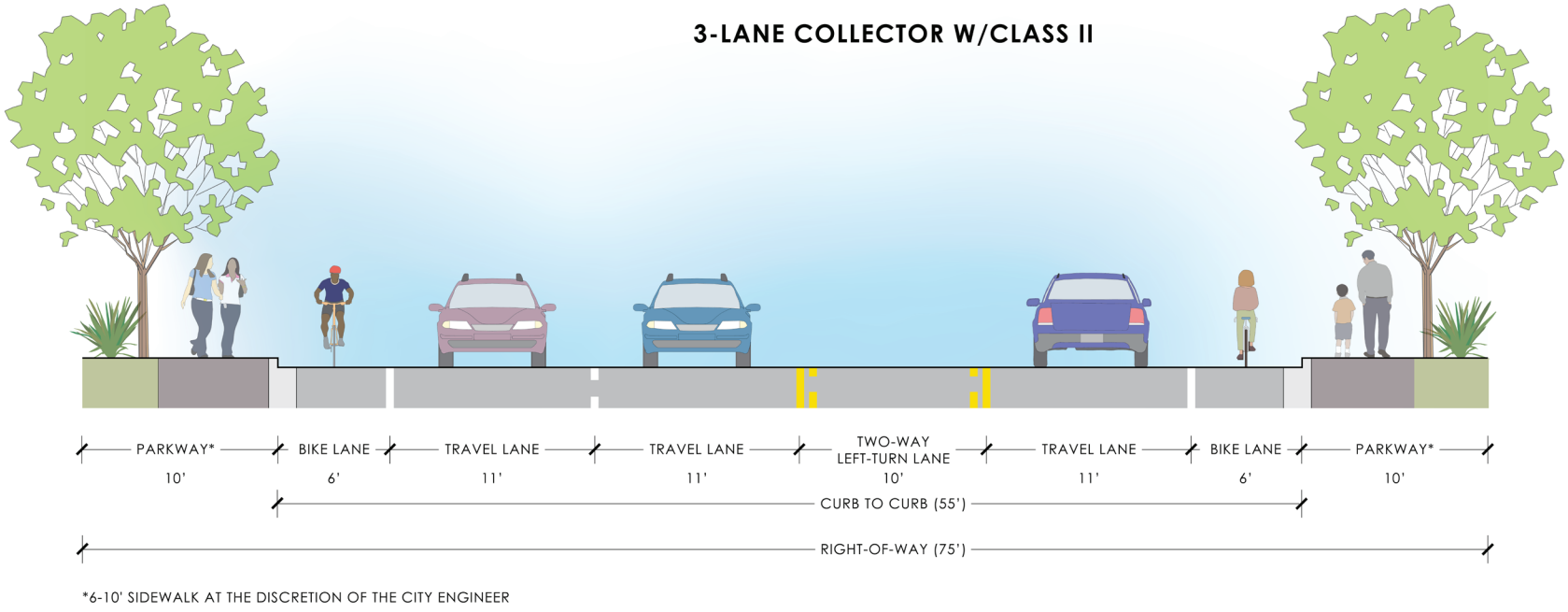
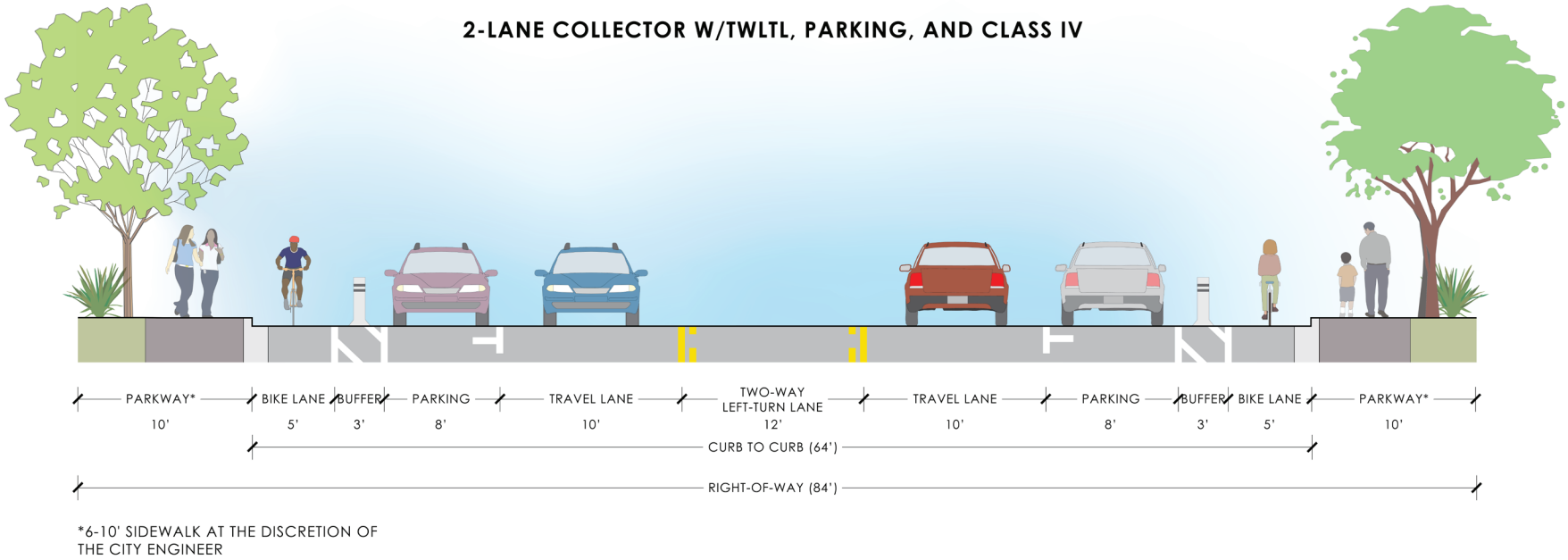


Figure CM-18: Typical Cross-Section of Designated Collector Roadways (Part 2)



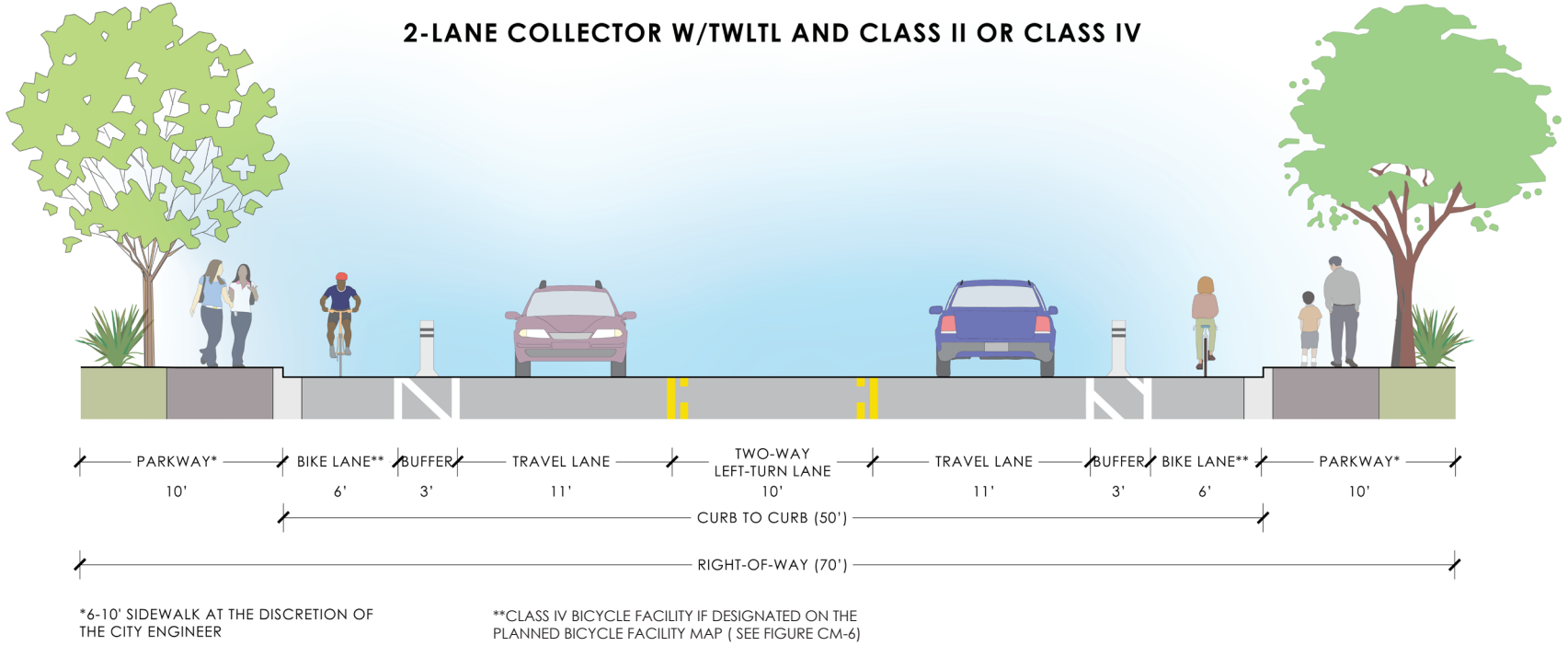
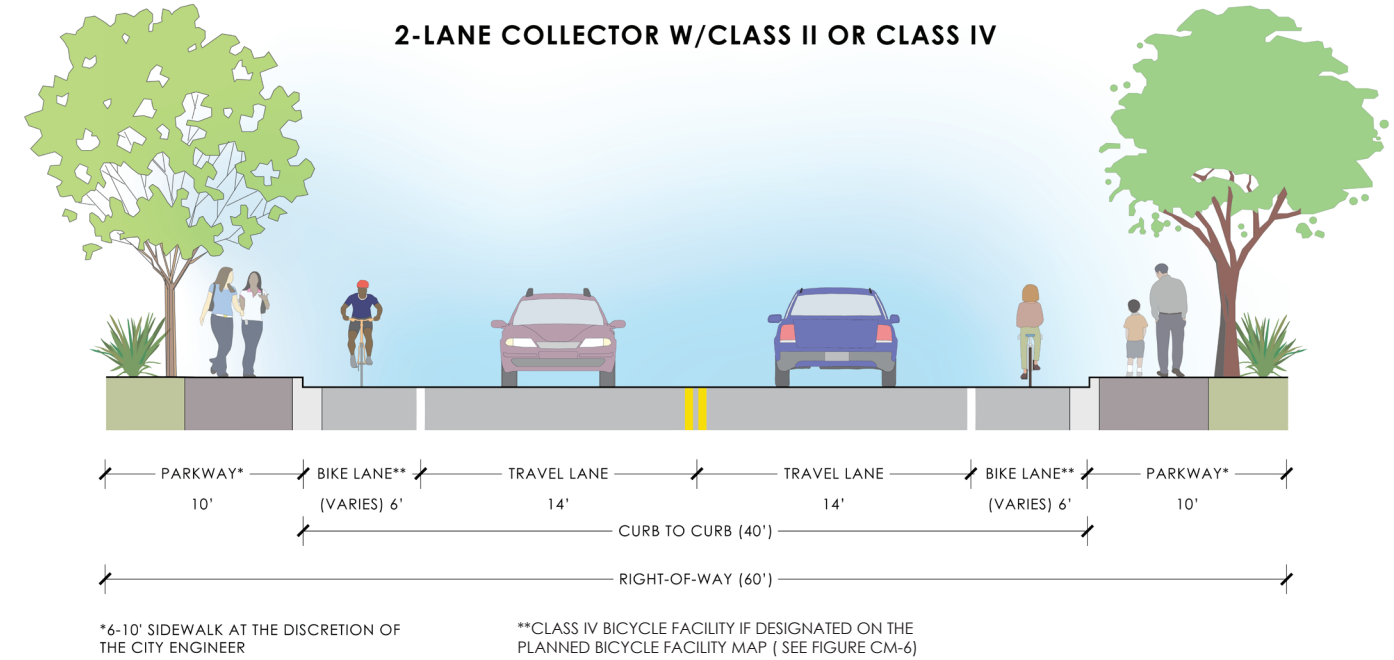


Figure CM-19: Typical Cross-Section of Designated Collector Roadways (Part 3)



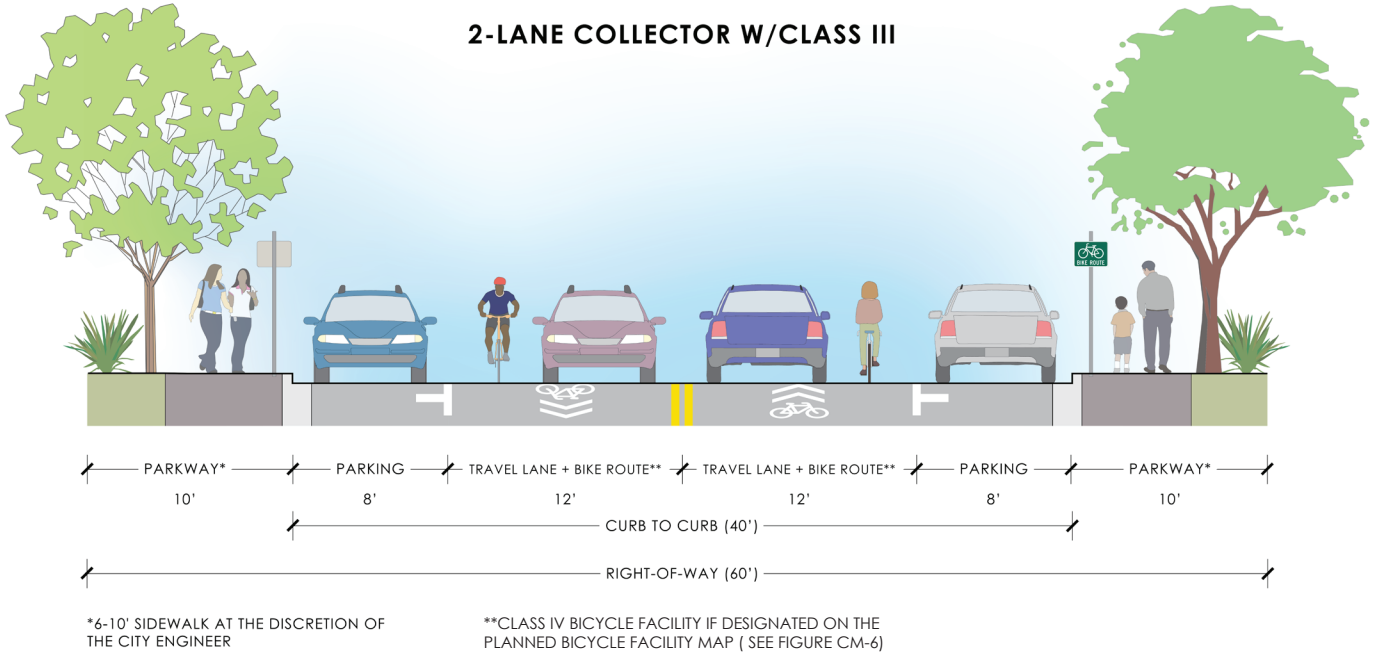


Figure CM-20: Typical Cross-Section of Designated Semi-Rural Roadways

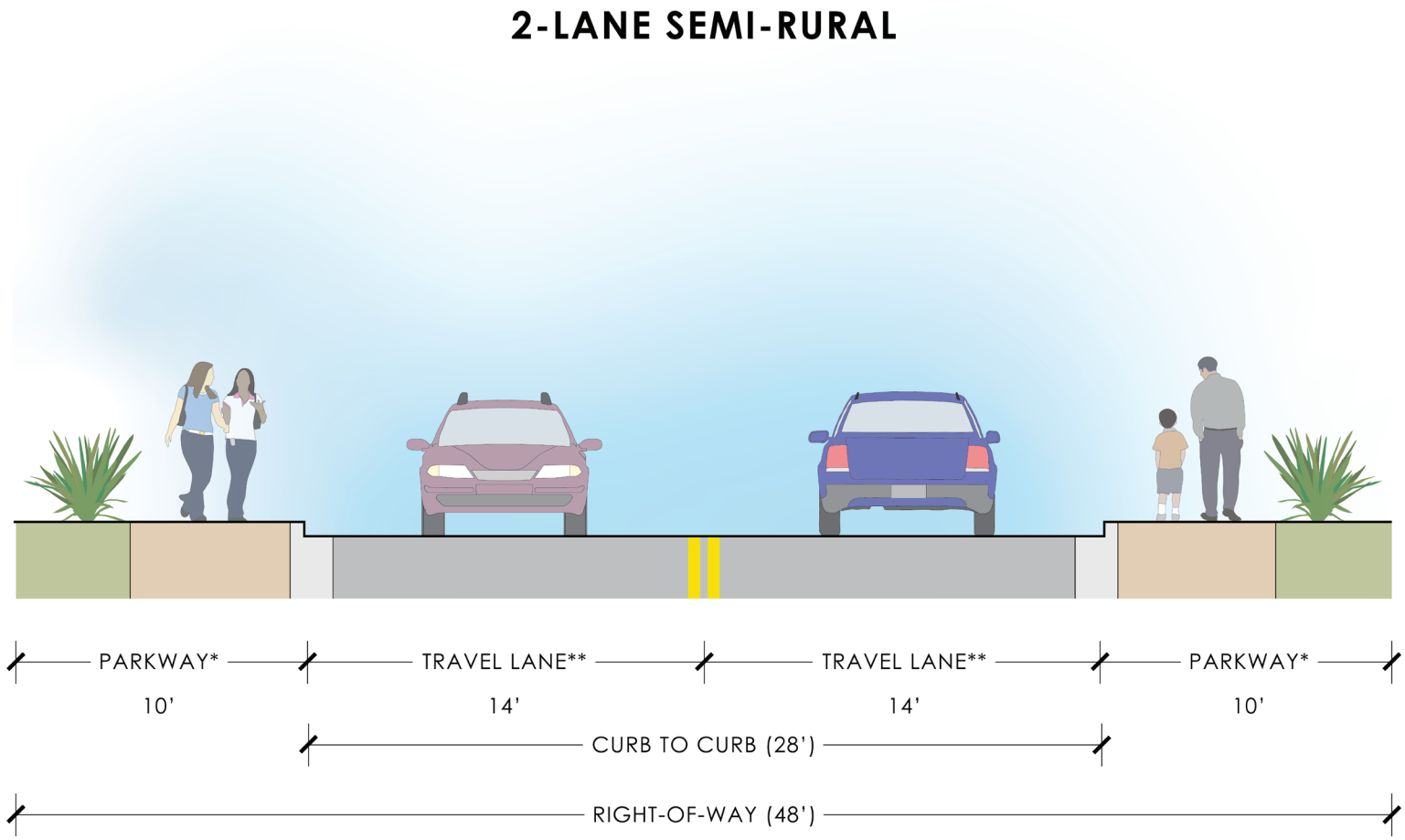


Figure CM-21: Typical Cross-Section of Designated Local Street

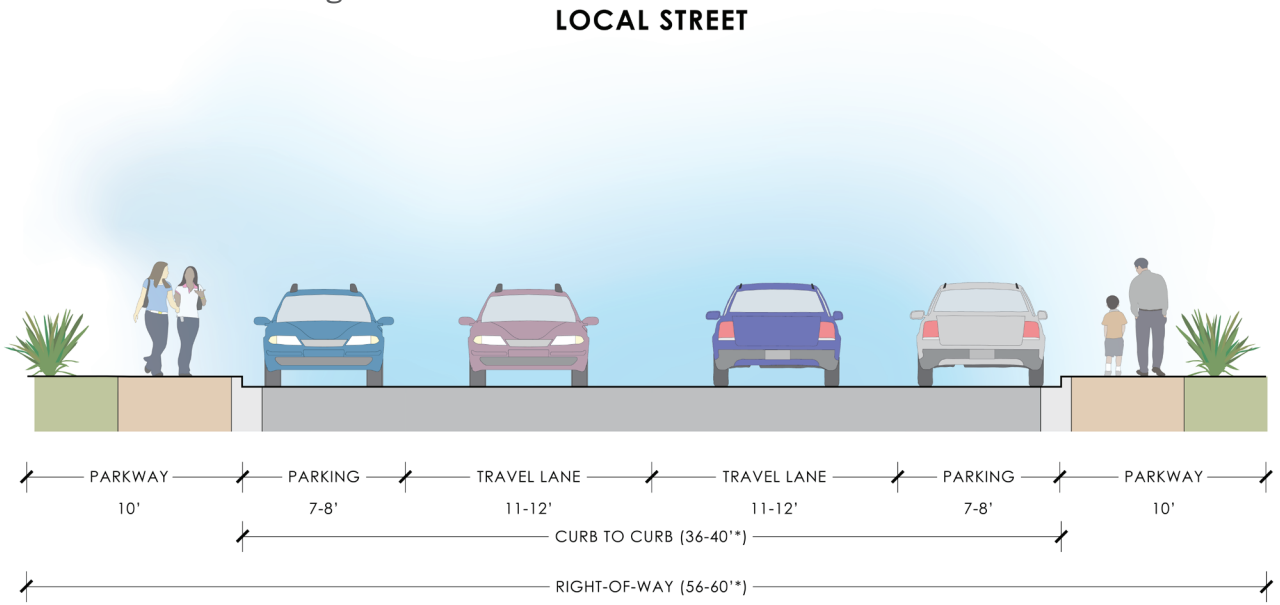
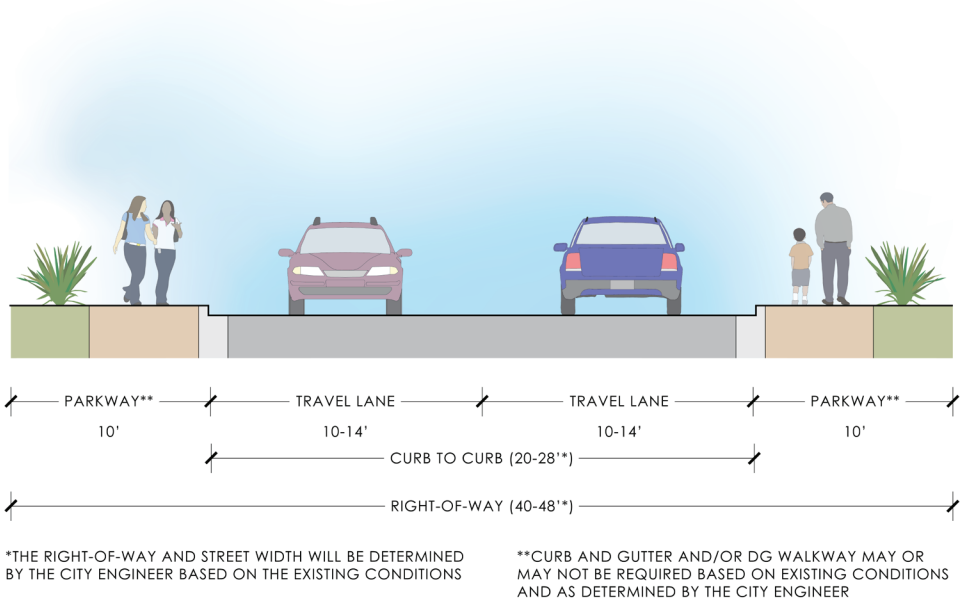


Figure CM-22: Typical Cross-Section of Designated Unclassified Street - Rural Character Neighborhood



3.3.2 Future Roadway Extensions

The Circulation and Mobility Network identified the following proposed roadway extension and/or realignment to be accomplished during the planning period. The proposed improvement is described below:

Branding Iron Drive

This street segment, formerly named Escondido Avenue, would extend between South Melrose Drive and the SR-78 interchange at Civic Center Drive. A portion of this roadway is currently built, with an approximate 2,400-linear foot section remaining to be constructed to form the connection. This roadway is designated as a Two-Lane Collector with a center left turn lane, which requires a 70-foot wide right-of-way. The existing portion of Branding Iron Drive serves residential properties within the Carriage Hills neighborhood and surrounding areas.

3.3.3 Vehicular Network Analysis

The City of Vista has adopted several documents over the years that outline the goals, policies, strategies, and objectives for the City in order to help guide development and future growth. As of July 1, 2020, public agencies are required to adhere to Senate Bill 743 which is new legislation that replaces the analysis of level of service (LOS) with vehicle miles traveled (VMT) for projects qualifying to meet documentational requirements under the California Environmental Quality Act (CEQA). SB 743 directs the California Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that replaces automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis.

Although vehicular level of service (LOS) is no longer a transportation impact measure in terms of CEQA, it is still an assessment tool and indicator to the City of Vista as it determines and addresses local traffic safety and operations in accordance with the City's General Plan.

Therefore, an intersection analysis was conducted to estimate traffic operations at key intersections under buildout conditions of the General Plan. As shown, all of the Vista GPU's study intersections are anticipated to operate at LOS D or better, with the exception of the following seventeen (17) intersections:

I-1. N. Santa Fe Avenue & Osborne Street – LOS E (AM), LOS F (PM)

I-4. N. Santa Fe Avenue & Bobier Drive – LOS F (AM/PM)

I-7. N. Melrose Drive & North Avenue – LOS F (AM)

I-8. N. Santa Fe Avenue & California Drive – LOS F (AM/PM)

I-10. N. Melrose Drive & Olive Avenue – LOS E (AM/PM)

I-15. Emerald Drive & SR-78 WB Ramps – LOS E (AM/PM)

I-16. Emerald Drive & SR-78 EB Ramps – LOS F (AM/PM)

I-17. Emerald Drive & Hacienda Drive – LOS E (PM)

I-22. Vista Village Drive & SR-78 WB Ramps – LOS E (PM)

I-26. Civic Center Drive & SR-78 EB Ramps – LOS F (AM/PM)

I-28. Melrose Drive & Sunset Drive – LOS F (AM)

I-31. S. Melrose Drive & Shadowridge Drive – LOS E (AM), LOS F (PM)

I-32. Thibodo Road & Mar Vista Drive – LOS F (AM)

I-33. SR-78 EB Ramps & Mar Vista Drive – LOS F (AM/PM)

I-34. SR-78 WB Ramps & Mar Vista Drive – LOS F (AM/PM)

I-38. Sycamore Avenue & La Mirada Drive – LOS F (AM), LOS E (PM)

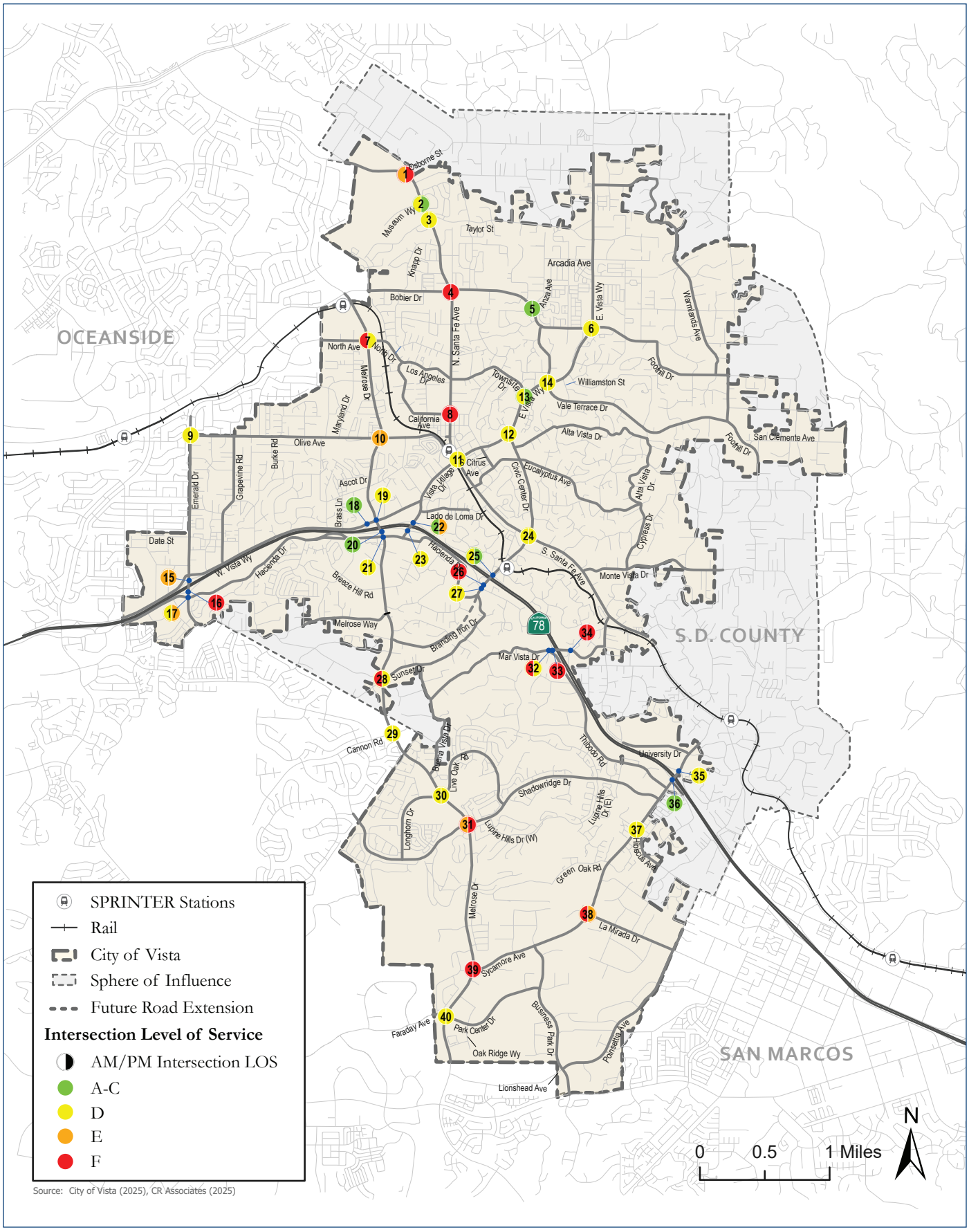
I-39. S. Melrose Drive & Sycamore Avenue – LOS F (AM/PM)

Bold = Intersections operate at LOS E or F under both Existing Conditions and Vista GPU.

Figure CM-23 presents the intersection level of service analysis for the key study area intersections.

Detailed analysis for existing conditions can be found in the City of Vista General Plan Update Existing Conditions Report (March 2023) . Detailed analysis for buildout conditions of the Vista 2050 can be found in the City of Vista General Plan Update Traffic Impact Study & Traffic Operations Analysis (June 2025) in Appendix A.

Figure CM-23: Intersection LOS



Source: City of Vista (2025), CR Associates (2025)

The following goals and policies emphasize the importance of a well-connected, multimodal transportation network that enhances community accessibility, safety, and mobility while balancing the needs of diverse users and promoting sustainable development.

CM-3.0 Provide a system of roadways that meets the needs of the community through careful design and prioritization of linkages between neighborhoods, schools, parks, employment centers, and activity nodes.

CM-3.1 - Implement the transportation improvements identified in this Circulation Element through the Capital Improvement Programming (CIP) process.

CM-3.2 - Strive to maintain a vehicular Level of Service (LOS) D or better throughout the City except for within areas designated for mixed-use development, or area designated to be more bicycle/pedestrian friendly.

CM-3.3 - Develop tools such as "place-based street typologies" to ensure that all street design decisions are sensitive to the local land use context.

CM-3.4 - Require all new development projects to either fund or install their fair share of all required feasible transportation improvements.

CM-3.5 - Periodically review and evaluate the City's existing traffic mitigation fee programs and adjust fees if necessary to fund the improvements identified in this Element.

CM-3.6 - Review the design of new residential neighborhoods to ensure that vehicular "cut through" routes are minimized. Pedestrian and bicycle connectivity should be prioritized.

CM-3.7 - Provide flexibility in design of local streets in semi-rural areas to meet the topographic limitations of the area.

CM-4.0 Improve the safety and efficiency of existing transportation facilities by providing complete and safe connections on roadways, sidewalks, and bikeways. Facilities should be accessible to all users, with appropriate and necessary amenities.

CM-4.1 - Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of work.

CM-4.2 - Synchronize traffic signals on all major roads throughout the City and adjacent communities.

CM-4.3 - Prohibit parking on all primary and major roadways, except in areas subject to special design criteria.

CM-4.4 - Allow modifications to the Circulation and Mobility Element Roadway Facility Designations (Section 3.3.1) in consideration of available right-of-way, the context of the roadway in comparison to its surrounding land uses, or to better accommodate pedestrian and/or bicycle modes of transportation.

CM-4.5 - Evaluate a traffic calming program identifying alternatives to slow traffic speeds, improve pedestrian and bicycle safety, and enhance use of the street by multiple users.

CM-4.6 - Limit driveway access on arterial streets to maintain desired capacity of the arterial.

CM-4.7 - Implement improvements identified in the City's Safety Action Plan which details and prioritizes the implementation of various roadway, pedestrian, and bicycle infrastructure improvements throughout the City using the General Plan as the guiding document. Seek grant funding to construct the improvements identified in the plan.

CM-5.0 Support Complete Streets design and construction projects that complement desired land uses, provide equitable transportation options for all residents, and ensure the safety and convenience of all roadway users.

CM-5.1 - Provide a dense, interconnected network of local and collector streets that supports walking, bicycling and transit use, while avoiding excessive traffic in residential neighborhoods.

CM-5.2 - Design intersections and public rights-of-way to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.

CM-5.3 - Study and remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.

CM-5.4 - Promote the provision of multimodal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit

stops, schools, parks, recreation areas, and tourist attractions.

CM-5.5 - Monitor progress in implementing a multimodal transportation network by establishing related performance measures.

CM-5.6 - Develop policies and tools to improve Complete Streets practices. These could include place-based street typologies, a Complete Streets checklist for all new development /redevelopment projects, multimodal analysis software, and revisions to the City's street design guidelines to ensure the inclusion of infrastructure that benefits all roadway users.

CM-5.7 -Design sidewalks and pedestrian paths to provide defensible space and adequate sight lines between adjoining development to ensure safety and security. Sidewalks should feel comfortable and welcoming at all times of the day and night.

CM-6.0 Preserve and enhance the identity and character of Vista along the City's roadways. Enhance improvements along all circulation element roadways.

CM-6.1 - Maintain the existing width of semi-rural roadways where feasible but provide improvements to the right-of-way that would allow for safe pedestrian and bicycle travel, while maintaining existing neighborhood character.

CM-6.2 - Revise the City's adopted Semi-Rural Street Standard as necessary to allow for bicycle and pedestrian facilities as identified on the bicycle plan, pedestrian plan and trails plan.

CM-6.3 - When planning capital improvements, consider the character of semi-rural roadways. Utilize the Semi-Rural Street Standard as applicable.

CM-6.4 - Where possible, provide landscape elements into the design of public and private projects to improve the appearance of the public rights-of-way.

3.4 Transportation Demand Management and Traffic System Management

Across the San Diego region, a range of innovative mobility strategies have been implemented by various jurisdictions to improve transportation efficiency, reduce congestion, and support multimodal travel options. These strategies are aligned with regional goals and are supported and encouraged by SANDAG through initiatives such as the Regional Mobility Hub Strategy and the iCommute Program. While not all strategies are or may be currently in place in Vista, they serve as relevant examples for consideration as the City continues to address its mobility needs. The approaches described below have been shown to enhance person throughput, reduce parking demand, and provide better travel information and choices for the commuting public:

Transportation Demand Management

Commute trips to work make up a majority of trips on streets and freeways, and therefore, play a role in reducing vehicle miles traveled (VMT). Throughout the San Diego region, employers offer transportation demand management (TDM) strategies and incentive programs to employees using alternative ways to get to work. This includes rideshare incentives, telecommuting and flexible work schedules, parking management, and incentives for employees who walk or bike to work. Additionally, convenient first/last mile infrastructure to fill gaps in transit access and transit priority treatments can encourage more people to use active transportation and participate in transportation options other than single occupancy vehicle trips.

Transportation System Management

Emerging technologies intended to integrate future mobility concepts and improve traffic management and operations is known as transportation system management (TSM). The technologies employed vary widely and continue to evolve and shift how users experience the transportation system. TSM tools also have the potential to make the transportation system more efficient by reducing travel times, including signal coordination, transit signal priorities, and adaptive signals. Additionally, the deployment of connected and autonomous vehicles is edging closer to reality.

Other Mobility Technologies

The transportation landscape continues to evolve and technology, facility types, and design treatments are three transportation topics that have experienced notable changes in recent years. The rapid pace of these changes can make it difficult for cities to respond, requiring agencies to maintain a flexible approach and to be in tune with industry shifts. The following examples represent emerging technologies and practices that could be explored as part of broader efforts to improve mobility, reduce emissions, and support multimodal travel:

- Neighborhood Electric Vehicles: Neighborhood Electric Vehicles (NEVs) are a type of low-speed, lightweight electric vehicle. NEVs present unique opportunities and challenges to infrastructure, as they often share space with cars, bikes, and other slow modes such as e-bikes and scooters.
- Shared Micro-Mobility: Micro-mobility devices are transportation devices intended for short point-to-point trips; this includes bicycles, electric bicycles, as well as electric and motorized scooters. These vehicles are generally rented through a mobile app or a kiosk and are picked up and dropped off in the public right-of-way. Since this is an evolving field of technology, other types of devices may be offered in the near future. Micro-mobility services have the potential to solve some big problems confronting cities, and yet they also bring a unique set of challenges.
    - Transportation for Short Trips: Shared micro-mobility devices can be used for trips under five miles. Though micro-mobility devices are not intended for every trip, they can be used to replace several short trips thereby reducing traffic congestion and vehicle emissions.
    - Low Impact Transportation: Shared micro-mobility devices have a lower carbon footprint than motor vehicles. Additionally, shared micro-mobility devices make more efficient use of parking and infrastructure compared to an automobile trip.
    - Parking and Riding: Parking and riding in improper locations can be a challenge for cities. Clearly delineating parking locations can help. Working with vendors to employ geofencing can also be useful. Geofencing, a communication technology that sets digital boundaries, can be used to alert the rider if they enter a no-go zone or park improperly. In some instances, geofencing can also be used to control device speeds in defined locations.
    - First/last-mile: Shared micro-mobility can reduce congestion and along with it, reduce a city's environmental footprint. Nonetheless cities will need to address how to accommodate micro-mobility devices on their roadways and parking issues.

3.5 Regional Transportation

SANDAG is responsible for overseeing San Diego County's regional transportation system. SANDAG coordinates planning and develops public policy for all modes of travel in the San Diego Region and sets forth the planned transportation infrastructure for major transportation routes (Sprinter, State Route 78, etc.). The most important transportation policies are contained in the Regional Transportation Plan.

SANDAG is currently underway with the 2025 Regional Plan which will be an update of the 2021 Regional Transportation Plan, San Diego Forward. The 2025 Regional Plan is anticipated to continue the regional vision and further encourage sustainable development, including transportation infrastructure that supports future development patterns and helps to achieve regional greenhouse gas reduction goals set by the California Air Resources Board. The Regional Plan will also address compliance with federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation.

The 5 Big Moves are at the heart of the Regional Plan vision. These key strategies envision a balanced transportation network that leverages technology to create safe, efficient, and socially equitable transportation system that increases access to opportunity and helps achieve environmental mandates. Aligning with the Regional Plan vision will help position Vista to compete for grant funds and leverage regional investments. The 5 Big Moves consist of the following concepts:

- Complete Corridors provide a variety of travel choices and use technology to manage how highways and major roads are used in real time. They provide a balance of dedicated, safe space for everyone, including freight vehicles and people who walk, bike, drive, ride transit, and use flexible fleets.
- Transit Leap could create a complete network of fast, high-capacity, high-frequency transit services that connect major residential areas with employment centers and attractions throughout the San Diego region.
- Mobility Hubs are places of connectivity where different travel options come together. They provide an integrated suite of mobility services, amenities, and supporting technologies to better connect high-frequency transit to an individual's origin or destination.

- Flexible Fleets build on the popularity of shared mobility services such as on-demand ride-share, bike-share, and scooter-share. These services can make it easier to connect to high-speed transit and other important destinations by providing a last-mile connection.
- Next Operating System (OS) is a digital platform that uses technology and data to connect and manage different modes of transportation to improve overall efficiency and accessibility for people and goods to move throughout the region.

The following goal and policies highlight the City of Vista's commitment to fostering a regional transportation system that enhances connectivity, mitigates traffic impacts, and promotes sustainable travel options between Vista and key destinations in North San Diego County and beyond.

CM-7.0 Support a regional transportation system that serves existing and future travel between Vista and other population and employment centers in North San Diego County and the larger region.

CM-7.1 - Actively promote the use of Transnet funds for projects that benefit the City.

CM-7.2 - Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City and traffic impacts from Vista projects do not adversely impact neighboring cities.

CM-7.3 - Promote alternatives to driving alone during peak periods, such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and consider transportation demand management (TDM) programs within the Vista Business Park.

CM-7.4 - Work with NCTD to identify regional funding sources and grant opportunities to grade- separate rail crossings in order to improve pedestrian access, vehicular circulation, and safety.

CM-7.5 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trips.

CM-7.6 - Encourage carpooling by providing additional carpool pickup and park-and-ride locations near transit centers and at freeway interchanges.

3.6 Goods Movement

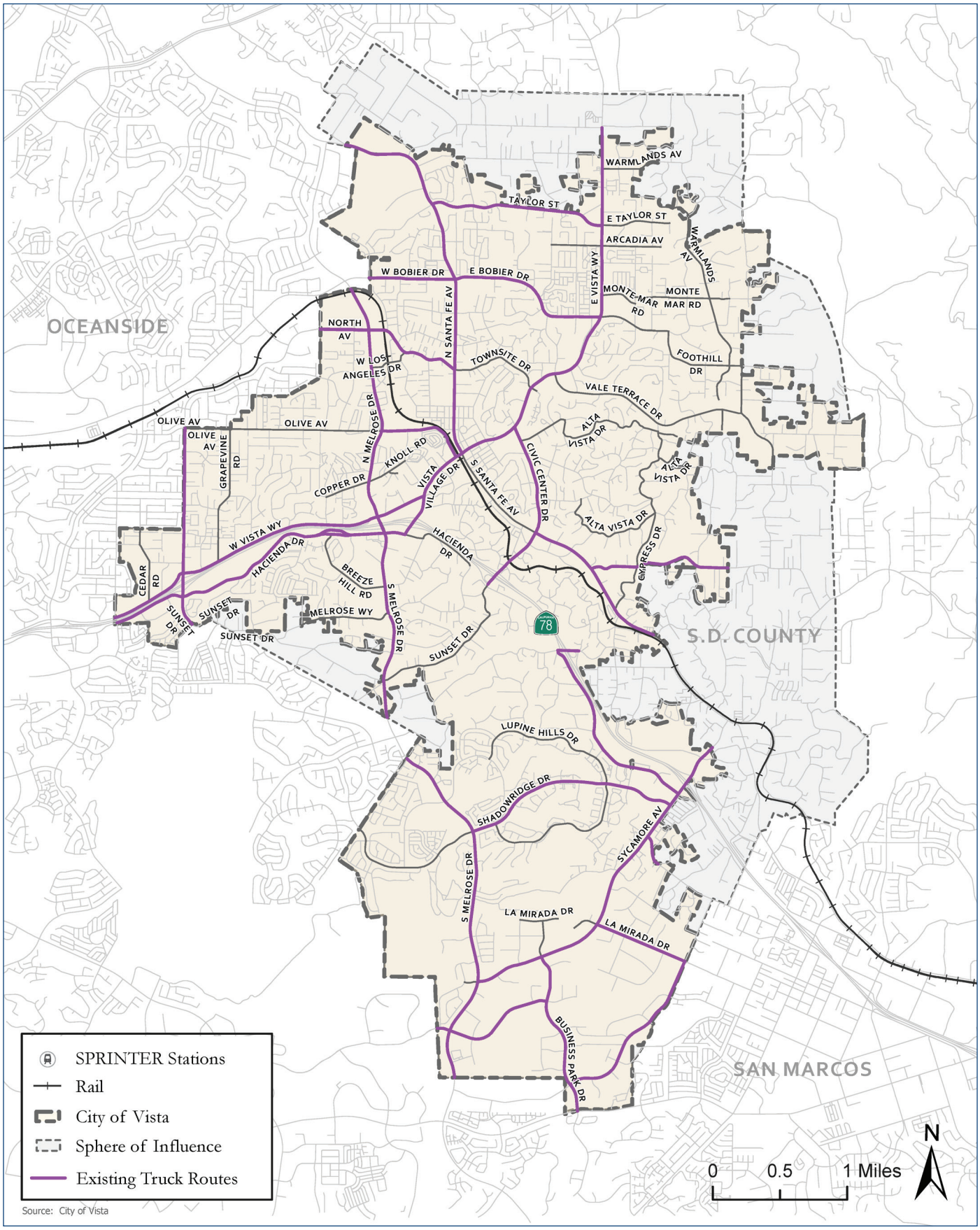
The efficient movement of goods is essential to sustain the local economy and meet basic consumer needs. Within Vista, goods are primarily moved through the roadway network, along SR-78 and the arterials that provide access to commercial and industrial businesses. Trucks depend on efficient operations with streets designed to accommodate wide turning radii and significant weight to efficiently reach their destinations. Goods are also delivered directly to consumers on smaller vehicles via the US Postal Service and private carriers such as UPS, FedEx, and Amazon.

Vista's business parks, including Vista Business Park, Melrose Business Park, and others, play a significant role in the City's economic vitality and are closely tied to the efficiency of the goods movement system. These parks are home to a range of industrial, manufacturing, and distribution-based businesses that depend on reliable freight access for shipping and receiving goods. The proximity of these business centers to SR-78 and designated truck routes is critical in supporting timely deliveries and minimizing congestion on local roads. Ensuring that these routes are well-maintained and appropriately designed enhances logistical operations and supports continued investment and job growth within the City's key employment hubs.

Additionally, the Burlington Northern Santa Fe (BNSF) Railway and Union Pacific Railroad also operate through Vista, as part of its Southern California network. The tracks in Vista are primarily used for freight transportation that are part of the Los Angeles–San Diego corridor which connects to major logistics hubs across the region. This corridor is also shared with the North County Transit District's (NCTD) Sprinter light rail service.

The following goal and policies aim to establish an efficient circulation system for the movement of goods minimizing adverse impacts on residential neighborhoods and ensuring the proper design and maintenance of designated truck routes.

Figure CM-24: Truck Routes



CM-8.0 Create a circulation system for the movement of goods that provides effective transport of commodities while minimizing negative impacts throughout the City.

CM-8.1 - Limit the intrusion of commercial truck traffic on City streets, especially residential neighborhoods, by directing truck traffic to the city's designated truck routes and coordinating with law enforcement to enforce related regulations on local streets.

CM-8.2 - Provide appropriately designed and maintained roadways for primary truck routes.

3.7 Parking

The City is focused on ensuring an adequate supply of well-designed and convenient parking facilities that align with the needs of surrounding land uses while enhancing the community's character. To optimize the efficiency of parking in the city, policies advocate for consolidating parking areas where appropriate, reducing the number of ingress and egress points onto arterial roads, and minimizing traffic congestion.

Encouraging shared use of parking facilities further enhances accessibility and promotes sustainable practices, allowing multiple users to benefit from available spaces. For new high-density developments, a comprehensive Parking Management Plan will be required to ensure that parking strategies are effectively integrated with the overall site design and land use planning. By prioritizing thoughtful parking solutions, Vista aims to create a functional and aesthetically pleasing parking environment that supports local businesses and enhances the overall community experience.

The following goal and policies focus on ensuring an adequate supply of well-designed, accessible parking facilities that efficiently meet the needs of surrounding land uses while promoting strategies like shared use and parking management to optimize functionality.

CM-9.0 Provide an adequate supply of well-designed and convenient parking facilities that meet the demands of the surrounding land uses.

CM-9.1 - Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.

CM-9.2 - Encourage the shared use of parking where appropriate.

CM-9.3 - Require a Parking Management Plan for new high-density development when necessary.



Table CM-1: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

CM-1.0 (R)	**Develop an efficient active transportation network that is transit accessible and encourages recreation opportunities and alternative transportation options to the automobile.**
CM-1.1 (N)	Maintain an updated sustainable mobility/active transportation plan that details and prioritizes the implementation of active transportation infrastructure improvements throughout the City using the General Plan as the guiding document.
CM-1.2 (R)	Require proposed developments, where feasible, to dedicate easements for Class I bikeways or hiking trails and support connections to the Inland Rail Trail in the project vicinity where deemed appropriate.
CM-1.3 (R)	Require developers to provide facilities for pedestrian travel, avoiding the need to use driveways to access development.
CM-1.4 (R)	Require developers and public agencies to install bicycle storage and other bicycle amenities where appropriate.
CM-1.5 (R)	Implement the City's Safe Routes to School Program and support local school district efforts that improve walking and bicycling routes. Seek grant funding to construct improvements identified in the program and conduct educational programs for Vista's schools.
CM-1.6 (R)	Maintain and expand, where possible and appropriate, the system of non-motorized connections that link resident's neighborhoods to larger main roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transit stops and stations. Coordinate with surrounding jurisdictions to ensure these connections link to similar facilities within those jurisdictions.
CM-1.7 (R)	Complete breaks in sidewalks and non-motorized paths where they are missing, especially along commercial corridors and routes to schools in accordance with the Citywide Sidewalk Priority Plan. The Citywide Sidewalk Priority Plan details and prioritizes the implementation of sidewalk infrastructure improvements throughout the City using the General Plan as the guiding document.
CM-1.8 (R)	Design and implement crossing improvements that minimize pedestrian exposure to vehicular traffic, such as curb extensions or refuge islands, wherever feasible.
CM-2.0 (E)	**Encourage alternative forms of transportation to private automobiles that meet the needs of all City residents by providing improved access to transit connections to employment and other activity centers.**
CM-2.1 (E)	Coordinate with NCTD to continue to expand local rail and bus service to and within Vista. Particular emphasis should be placed on improving access to transit within the downtown core and high-density residential areas to achieve the regionally accepted Smart Growth principles.
CM-2.2 (E)	Support the efforts of SANDAG and NCTD to double - track the SPRINTER line and allow for grade separation projects at major intersections in the City.
CM-2.3 (E)	Encourage NCTD to properly mitigate the noise and traffic circulation impacts associated with future expansion of transit service.
CM-2.4 (N)	Coordinate with NCTD to enhance bus stop infrastructure, prioritizing improvements during streetscape or development/redevelopment projects. Improvements may include bus pullouts along high-speed roadways, prioritizing far-side stop locations where feasible, ensuring ADA compliance, and integrating shelters, seating, and lighting.

CM-2.5 (N)	Continue coordinating with NCTD to identify and prioritize intersections along major roadways for transit priority improvements.
CM-2.6 (N)	Collaborate with NCTD to support and sustain SANDAG's Youth Opportunity Pass (YOP) program, ensuring free transit access for youth.
CM-3.0 (E)	**Provide a system of roadways that meets the needs of the community through careful design and prioritization of linkages between neighborhoods, schools, parks, employment centers, and activity nodes**
CM-3.1 (R)	Implement the transportation improvements identified in this Circulation Element through the Capital Improvement Programming (CIP) process.
CM-3.2 (E)	Strive to maintain a vehicular Level of Service (LOS) D or better throughout the City except for within areas designated for mixed-use development, or area designated to be more bicycle/pedestrian friendly.
CM-3.3 (R)	Develop tools such as "place-based street typologies" to ensure that all street design decisions are sensitive to the local land use context.
CM-3.4 (R)	Require all new development projects to either fund or install their fair share of all required feasible transportation improvements.
CM-3.5 (R)	Periodically review and evaluate the City's existing traffic mitigation fee programs and adjust fees if necessary to fund the improvements identified in this Element.
CM-3.6 (E)	Review the design of new residential neighborhoods to ensure that vehicular "cut through" routes are minimized. Pedestrian and bicycle connectivity should be prioritized.
CM-3.7 (R)	Provide flexibility in design of local streets in semi-rural areas to meet the topographic limitations of the area.
CM-4.0 (E)	**Improve the safety and efficiency of existing transportation facilities by providing complete and safe connections on roadways, sidewalks, and bikeways. Facilities should be accessible to all users, with appropriate and necessary amenities.**
CM-4.1 (E)	Incorporate multi modal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of work.
CM-4.2 (E)	Synchronize traffic signals on all major roads throughout the City and adjacent communities.
CM-4.3 (E)	Prohibit parking on all primary and major roadways, except in areas subject to special design criteria.
CM-4.4 (R)	Allow modifications to the Circulation Element Roadway Facility Designations in consideration of available right-of-way, the context of the roadway in comparison to its surrounding land uses, or to better accommodate pedestrian and/or bicycle modes of transportation.
CM-4.5 (R)	Evaluate a traffic calming program identifying alternatives to slow traffic speeds, improve pedestrian and bicycle safety, and enhance use of the street by multiple users.
CM-4.6 (E)	Limit driveway access on arterial streets to maintain desired capacity of the arterial.
CM-4.7 (N)	Implement improvements identified in the City's Safety Action Plan which details and prioritizes the implementation of various roadway, pedestrian, and bicycle infrastructure improvements throughout the City using the General Plan as the guiding document. Seek grant funding to construct the improvements identified in the plan.
CM-5.0 (N)	**Support Complete Streets design and construction projects that complement desired land uses, provide equitable transportation options for all residents, and ensure the safety and convenience of all roadway users.**

CM-5.1 (N)	Provide a dense, interconnected network of local and collector streets that supports walking, bicycling and transit use, while avoiding excessive traffic in residential neighborhoods.
CM-5.2 (N)	Design intersections and public rights-of-way to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.
CM-5.3 (N)	Study and remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.
CM-5.4 (N)	Promote the provision of multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas, and tourist attractions.
CM-5.5 (N)	Monitor progress in implementing a multi-modal transportation network by establishing related performance measures.
CM-5.6 (N)	Develop policies and tools to improve Complete Streets practices. These could include place-based street typologies, a Complete Streets checklist for all new development /redevelopment projects, multi-modal analysis software, and revisions to the City's street design guidelines to ensure the inclusion of infrastructure that benefits all roadway users.
CM-5.7 (N)	Design sidewalks and pedestrian paths to provide defensible space and adequate sight lines between adjoining development to ensure safety and security. Sidewalks should feel comfortable and welcoming at all times of the day and night.
CM-6.0 (E)	**Preserve and enhance the identity and character of Vista along the City's roadways. Enhance improvements along all circulation element roadways.**
CM-6.1 (R)	Maintain the existing width of semi-rural roadways where feasible but provide improvements to the right-of-way that would allow for safe pedestrian and bicycle travel, while maintaining existing neighborhood character.
CM-6.2 (E)	Revise the City's adopted Semi-Rural Street standard as necessary to allow for bicycle and pedestrian facilities as identified on the bicycle plan, pedestrian plan and trails plan.
CM-6.3 (E)	When planning capital improvements, consider the character of semi-rural roadways. Utilize the Semi-Rural Street Standard as applicable.
CM-6.4 (R)	Where possible, provide landscape elements into the design of public and private projects to improve the appearance of the public rights-of-way.
CM-7.0 (E)	**Support a regional transportation system that serves existing and future travel between Vista and other population and employment centers in North San Diego County and the larger region.**
CM-7.1 (E)	Actively promote the use of Transnet funds for projects that benefit the City,
CM-7.2 (E)	Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City and traffic impacts from Vista projects do not adversely impact neighboring cities.
CM-7.3 (R)	Promote alternatives to driving alone during peak periods, such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and consider transportation demand management (TDM) programs within the Vista Business Park.
CM-7.4 (R)	Work with NCTD to identify regional funding sources and grant opportunities to grade- separate rail crossings in order to improve pedestrian access, vehicular circulation, and safety.
CM-7.5 (N)	Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trips.

CM-7.6 (N)	Encourage carpooling by providing additional carpool pickup and park-and-ride locations near transit centers and at freeway interchanges.
CM-8.0 (R)	**Create a circulation system for the movement of goods that provides effective transport of commodities while minimizing negative impacts throughout the City.**
CM-8.1 (N)	Limit the intrusion of commercial truck traffic on City streets, especially residential neighborhoods, by directing truck traffic to the city's designated truck routes and coordinating with law enforcement to enforce related regulations on local streets.
CM-8.2 (E)	Provide appropriately designed and maintained roadways for primary truck routes.
CM-9.0 (R)	**Provide an adequate supply of well-designed and convenient parking facilities that meet the demands of the surrounding land uses.**
CM-9.1 (E)	Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
CM-9.2 (E)	Encourage the shared use of parking where appropriate.
CM-9.3 (N)	Require a Parking Management Plan for new high-density development when necessary.

4

CHAPTER 4

Resource Conservation, Open Space, & Sustainability Element



4 Resource Conservation, Open Space, & Sustainability

Vista is fortunate to possess many resources that contribute to its unique character, beauty, and desirability as a place to live, work, and recreate. Vista's exceptional natural resources, trails, open space, and parks are valuable assets and key contributors to the City's unique character and beauty. The conservation and sustainable stewardship of its natural resources - such as air quality, water, and open space - for the protection of plant and wildlife habitats and public health and safety as well as providing opportunities for physical activities through Vista's parks and recreation facilities are critical to maintaining the City's healthy and vibrant community.

Managing natural resources such as air quality and water protects habitats for urban wildlife and vegetation, promotes physical and recreational activities, and improves human health, resulting in a healthier and more resilient community. The Resource Conservation, Open Space, & Sustainability Element emphasizes the City of Vista's commitment to conserving, preserving, and enhancing its valuable resources, and recognizes the importance of applying a sustainable lens to inform decision-making.

This Element identifies Vista's important resources and those affected by decisions and actions of everyone who lives, works, and plays in the City. The Element thus seeks to protect, preserve, and enhance these resources and in some cases manage their consumption and production, to protect the quality of life for all Vista's community members. Further, the Element fulfills the requirements of the State-mandated Open Space and Conservation Elements as defined in Sections 65302(e), 65302(d), and 65302(h) of the Government Code addressing the air quality, water resources, biological resources, open space, parks and recreation, cultural, historical, and paleontological resources, climate change and resilience, energy, and waste management present and planned for the City of Vista.



While the City of Vista is not identified as a disadvantaged area based on CalEnviroScreen 4.0 criteria, individual communities or census tracts within the City face disadvantages for particular community characteristics. The City is highly committed to addressing conditions and inequities related to environmental justice. Therefore, this Element incorporates the requirements of Senate Bill 1000 (2016), which established requirements for general plans regarding environmental justice under Government Code Section 65302(h), addressing reduction of pollution exposure, noise exposure, promotion of physical activity, and vulnerability to climate change. Other aspects of environmental justice including community health and civic engagement are addressed in other Elements. Factors affecting well-being such as access to healthy food and health risk are addressed in the Healthy Vista Element. Quality of the built environment, land use compatibility and physical activity are addressed in the Land Use and Community Identity Element and safe and sanitary housing and risk of hazards are addressed in the Public Safety, Facilities & Services Element. Equitable access to different modes of active, vehicular, and public transit for all accessibility levels are discussed in both the Healthy Vista and Circulation and Mobility Elements.

4.1 Air Quality

Air quality is measured by the extent of unwanted pollutants or gaseous substances in the air that can worsen health conditions, especially with prolonged exposure. Understanding air quality and the factors that impact air quality in a region is imperative to protect public health as well as the health of surrounding natural ecosystems. Air quality and climate in the San Diego Air Basin (SDAB) are controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 15 miles of the coast, which include Vista, experience generally moderate temperatures and comfortable humidity, with a few storms during the winter months. The atmospheric conditions of the Basin create subsidence inversions during the summer months and radiation inversions during the winter months, which contribute to the region's air quality problems. Air pollution levels in the Basin are exacerbated in the fall months by the "Santa Ana" winds, which result from high-pressure systems over the Nevada-Utah region and force hot, dry winds west to the Pacific Ocean. These winds can be powerful and incessant, blowing pollutants within the Basin out to sea. Alternatively, a weak Santa Ana can bring pollutants south from the neighboring South Coast Air Basin and increase the Ozone (O3) concentrations within the SDAB. Ozone concentrations can also be influenced by the offshore transport of air pollutants from Los Angeles as air pollutants travel southwest over the ocean at night and are brought onshore into the Basin by the sea breeze during the day.

Although local air quality conditions are affected by atmospheric conditions and sources outside the immediate area, local sources contribute to the quality of air in the City. Local sources of pollutants are primarily associated with emissions from traffic, including carbon monoxide (CO), ultra-fine particulates, and soot. Exhaust and road dust from SR-78 is a major contributor to local air pollution and mainly impact those living or working near the freeway. Other stationary sources of pollution include dust from construction, grading, erosion from unvegetated or unpaved areas, and chemicals from local businesses. As measures from the state implementation plan (SIP) and regional air quality management strategy (RAQS) are implemented, and statewide programs and cleaner technologies are continually adopted, air quality in the City of Vista is expected to improve.

Vista is located within the San Diego Air Basin and falls under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD), which is the singular agency responsible for the administration and enforcement of air quality regulations in San Diego County. The SDAPCD is committed to environmental

equity and improving local air quality and offers community programs to assist low-income residents in weatherizing their homes, receiving e-bike incentive vouchers, securing grant funding towards an electric vehicle, and trade in gas powered landscaping equipment for e-landscape equipment.[1] Currently, priority-ranked communities for enhanced monitoring through SDAPCD, including communities that are monitored in fulfillment of AB 617, are concentrated near San Diego, Chula Vista, National City, El Cajon, and the international border.

Federally, the SDAPCD is designated attainment for most criteria pollutants including ozone (1 hour), carbon monoxide, PM 2.5, nitrogen dioxide, sulfur dioxide, and lead. It is federally designated nonattainment for ozone (8-hour) and unclassifiable for PM10. There are no federal standards for sulfates, hydrogen sulfide, and visibility. For State designation, the SDAPCD meets attainment for carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and sulfate. It is designated nonattainment for ozone (both 1 and 8 hour), PM10, and PM 2.5, and unclassified for hydrogen sulfide and visibility.[2]

According to a 2012 criteria pollutant emissions inventory, carbon monoxide (CO) is the largest pollutant in the SDAB and is heavily influenced by on-road motor vehicles.[3] The results of the inventory are displayed in Table RCS-1. Vehicles are the largest source of air pollution and greenhouse gas emissions in the City and State. Development patterns have a direct impact on the degree to which people must use passenger vehicles to carry out the activities in their daily lives, such as shopping, running other errands, going to entertainment venues, and getting to and from work. Further, as Vista is nearly built out, the City strongly encourages sustainable, compact, multi-modal and transit-oriented development to reduce the need for vehicles, which in turn can improve air quality and reduce GHG emissions.

The following goals and policies recognize the relationships between air quality, land use, and transportation, and identify ways in which the City can reduce its emissions of air pollutants to reduce health risks to the community.

RCS-1.0 Improve indoor and outdoor air quality and protect persons and the environment from the effects of air pollution.

RCS-1.1 - Discourage the location of new, or the expansion of existing, sensitive receptor land uses (including residences, long -term health care facilities, rehabilitation centers, convalescent centers, retirement homes, schools, playgrounds, childcare centers, and athletic facilities) within 500 feet of State Route (SR)-78 unless enhanced ventilation, filtration, and acoustical building materials are used.

1 San Diego County Air Pollution Control District (2024). Community Programs. APCD.
2 San Diego County Air Pollution Control District (2024). Attainment Status.
3 CARB. 2022a. 2012 Estimate Annual Average Emissions San Diego Air Basin.

Table RCS-1: SDAB 2012 Estimates Annual Average Daily Emissions by Source

Source	ROG	CO	NO_x	SO_x	PM_{10}	$PM_{2.5}$
	Tons per day					
Stationary	30.21	13.97	4.27	0.32	6.95	2.39
Areawide	36.03	15.18	2.59	0.14	54.21	10.62
On-Road Motor Vehicles	34.56	276.93	72.94	0.44	5.96	3.21
Other Mobile Sources	29.01	170.91	31.45	0.33	3.74	3.39
Total	***129.83***	***477.02***	***111.23***	***1.20***	***70.85***	***19.63***

RCS-1.2 - Develop and implement plans to minimize dust from areas within the City that are prone to soil erosion from wind.

4.2 Climate Change and Resilience

Some of the foreseeable effects of climate change that could impact Vista include a greater number of extreme heat days, changes in water availability, and an increase in wildfires or wildfire vulnerability. These impacts are exacerbated by greenhouse gas emissions and pose a serious threat to public health, economic well-being, and the environment. Equity is another important facet of climate change given that the consequences of climate change disproportionately affect vulnerable individuals and those living without easy access to green space or shade. Vista 2050 is consistent with and complimentary to the strategies to mitigate and adapt to the effects of climate change as outlined in the City's 2021 Climate Action Plan (CAP). According to a local GHG emissions inventory conducted in 2019 for the 2021 CAP update, Vista's two largest sources of GHG emissions are transportation and electricity, making up 49 percent and 31 percent of the City's total emissions, respectively.[4] Implementing policies related to climate mitigation and adaptation will allow Vista to become a resilient community in the face of climate change and work towards California's goal of carbon neutrality by 2045.

RCS-2.0 Support the implementation of the City of Vista's Climate Action Plan (CAP)

RCS-2.1 - Update the City's Greenhouse Gas Emissions Inventory periodically to incorporate the latest best practices and to assess progress.

RCS-2.2 - Continue public outreach efforts to increase public awareness of climate change and climate protection challenges.

RCS-2.3 - Encourage City bidding, contracting, and purchasing practices and standards to support reductions in GHG emissions, including preferences for energy- efficient equipment and the use of recycled materials and manufacturers that have implemented green management practices; encourage other public agencies and private businesses within Vista to do the same, when feasible.

4 City of Vista (2021). Climate Action Plan. City of Vista, California

4.3 Water Quality and Resources

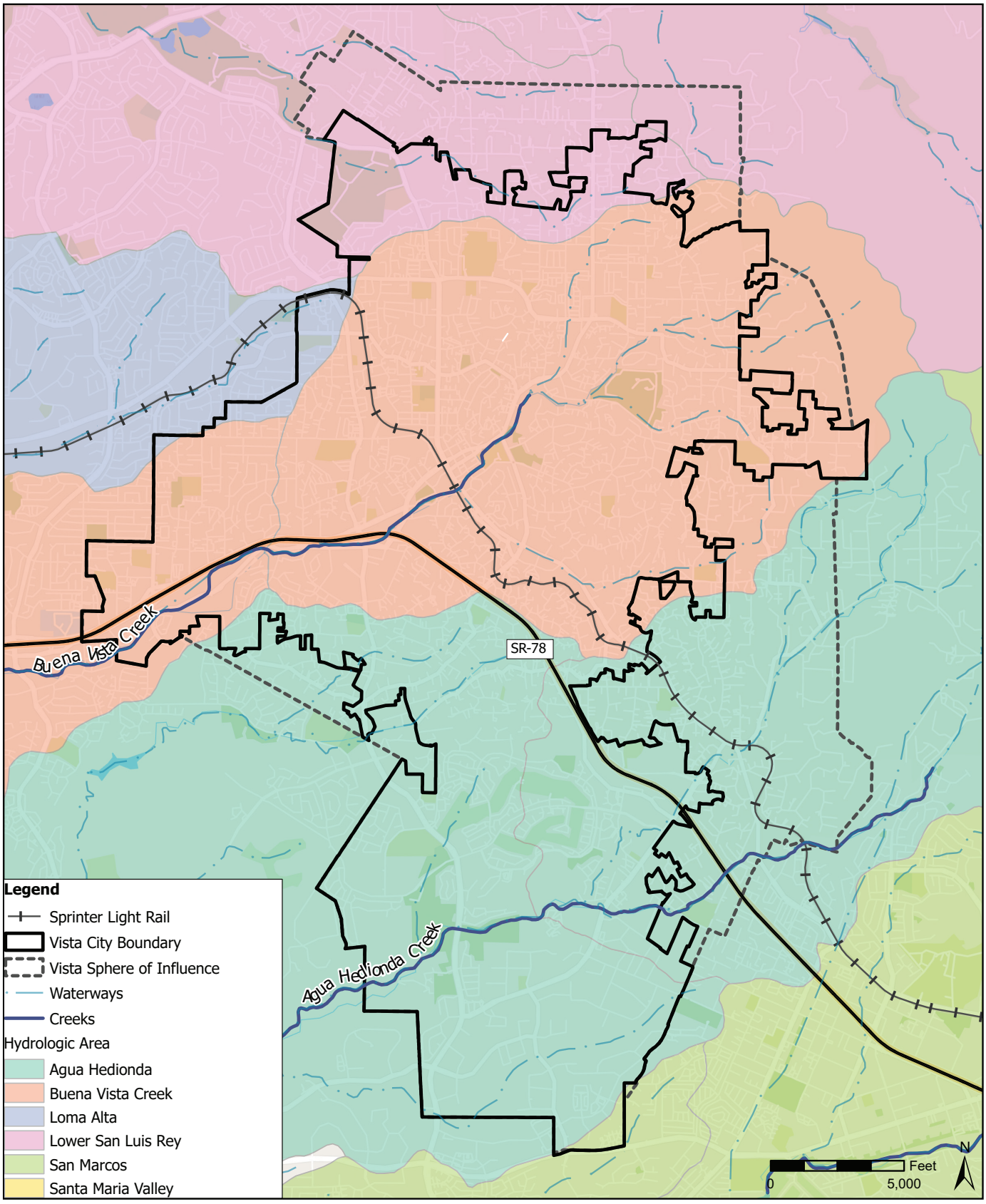
Both inland surface waters and coastal waters in Vista's watersheds have beneficial uses and are necessary for the survival or well-being of man, plants, and wildlife.[5] Water is a precious resource, particularly in San Diego County, where much of our water is imported from other regions of the state and rising average annual daily temperatures are increasingly straining availability.

The City of Vista is mostly located within the Carlsbad watershed area, with a small portion along the northern boundary falling within the San Luis Rey watershed area as shown in Figure RCS-1. Specifically, Vista is located within two hydrologic units - the San Luis Rey and Carlsbad Hydrologic Units (HUs)-each of which contains creeks, rivers, and other water bodies. These HUs are subdivided into hydrologic areas (HAs). The San Luis Rey HU (903) is one true watershed draining to the Pacific Ocean, while the Carlsbad HU (904) is comprised of six hydrologic areas or separate watersheds. The City is comprised of basins that drain to the San Luis Rey HU and to four of the HAs in the Carlsbad HU including: Loma Alta, Buena Vista, Agua Hedionda, and San Marcos. Several streams traverse Vista, including Loma Alta Creek, Buena Vista Creek, Buena Creek, and Agua Hedionda Creek. These Creeks drain to coastal estuaries including Loma Alta Slough, Buena Vista Lagoon, Agua Hedionda Lagoon, and Batiquitos Lagoon, all ultimately discharging to the Pacific Ocean. Water quality within the watershed areas is affected by indicator bacteria, pollutants, stressors, trash, and riparian habitat degradation. The City of Vista supports effective stewardship of water resources by employing sustainable management practices and policies.



5 California Regional Water Quality Control Board San Diego Region (1994). Water Quality Control Plan for the San Diego Basin (Basin Plan).

Figure RCS-1: Hydrologic Units



Source: Esri, USGS, SanGIS, City of Vista

4.3.1 Water Efficiency

Responsible management of water will be critical for Vista to thrive. The City through its governmental operations, individual residents, businesses, and developers all have a role to play in the consumption and conservation of local water resources. The City of Vista's Stormwater and Water Quality Protection Program prevents, controls, and eliminates pollutants from entering the storm drain system. Because the storm drain system directs runoff to local creeks and not a treatment plant, runoff can carry pollutants and adversely affect local waterbodies. Stormwater runoff can collect a variety of pollutants, including trash, dirt, pet waste (bacteria), pesticides, and fertilizer. Irrigation runoff and power washing of surfaces can also collect and carry these pollutants when it is not raining.

To comply with federal Clean Water Act regulations and to protect the health, safety, and welfare of residents and the environment, the City of Vista's Stormwater and Water Quality Protection Program oversees different activities that help prevent and reduce stormwater pollution. Some program activities include the following:[6]

- Inspection of businesses for compliance with pollution prevention requirements;
- Prevention, detection, response, and enforcement of illegal discharges and spills;
- Development plan review for compliance with pollution prevention and stormwater management;
- Construction site erosion and sediment control inspections;
- Public education and special events to encourage residential participation; and
- Monitoring and sampling of stormwater discharges.

City staff actively investigate reports of stormwater pollution. Pollutants such as trash, irrigation runoff, illegal dumping, and sediment/mud are prohibited from entering the storm drain system. Residents and businesses in Vista are encouraged to report incidents of stormwater pollution through the City of Vista's online reporting tool. Additionally, residents and businesses can report stormwater pollution concerns through the San Diego Project Clean Water website.[7]

The Vista Irrigation District (VID) is the water purveyor for the City of Vista. VID now serves more than 135,000 people via approximately 28,500 metered residential and commercial connections. Municipal and industrial uses currently constitute approximately 95 percent of the VID's water consumption. The remaining five percent is attributable to agricultural water use, primarily for irrigation of groves and nursery products. To promote water efficiency and conservation, the VID offers residential and commercial rebates on a variety of fixtures and devices, such as high efficiency clothes washers and large rotary nozzles. The VID's adopted Water Supply Response Program is the district's primary water conservation effort. The program has six levels—Water Efficiency, Water Conservation, Water Shortage,

Critical Water Shortage, Water Emergency, and Critical Water Emergency—with each level having its own corresponding water conservation measures. The first level, Water Efficiency, applies at all times and includes mandatory water efficiency practices like no

6 City of Vista (2022). Stormwater and Water Quality Protection. City of Vista, California.

7 San Diego Project Clean Water (2022). Report Pollution. Project Clean Water.



washing down paved surfaces unless necessary and no irrigation of residential or commercial landscapes within 48 hours following measurable rainfall. The other five levels are declared based on the conditions of potable water supply.[8]

VID obtains its water from Lake Henshaw, Northern California, the Colorado River via the Metropolitan Water District (MWD), and the San Diego County Water Authority (CWA). Under the California Water Code, all urban water suppliers must prepare an Uban Water Management Plan (UWMP) and update the plan every five years. Per the 2020 UWMP, if the CWA, MWD and VID supplies are developed as planned and conservation targets are achieved, no shortages are anticipated within the VID service area in Normal or Dry Water Year assessments through 2045. Water management efforts through both the City and the VID work to protect Vista's water supply and contribute to a more resilient community overall.

RCS-3.0 Preserve, protect, and enhance water quality in watersheds to which the City contributes stormwater and urban runoff.

RCS-3.1 - Preserve, protect, and enhance water quality in the San Luis Rey, Loma Alta, Buena Vista, Agua Hedionda, and San Marcos watersheds, through the implementation of water quality improvement programs. These programs will address pollution prevention, encourage preservation of natural drainage courses, prevention of wildfires, and prevention of other anthropogenic detrimental effects to the watersheds with the goal of achieving sustainable resource management by balancing, social, economic, and environmental needs.

RCS-3.2 - Implement the Agua Hedionda Watershed Management Plan and develop and implement a similar watershed management plan for Buena Vista Creek and its major tributaries, dependent upon available funding.

RCS-3.3 - Encourage the use of low impact development (LID) techniques through public outreach and education by installing demonstration projects at City facilities and by incorporating LID and other green technologies into public infrastructure projects.

RCS-3.4 - Require vegetative buffers along the margins of water bodies based on scientific analysis of the existing site conditions by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.

RCS-3.5 - Continue to maintain, repair, and replace current public drainage infrastructure where necessary to maximize public safety and water quality benefits.

RCS-3.6 - Restrict the complete installation of new concrete lining or channelization projects but allow alteration, rechannelization, and/or modifications to existing channelized streams, including daylighting, only if such modifications preserve or restore natural habitat values to the greatest extent feasible and necessary permits are obtained.

RCS-4.0 Reduce the projected demand for water service in the City through water conservation and increased use of recycled water.

RCS-4.1 - Work with the Vista Irrigation District (VID) to reduce per capita water consumption, increase the use of recycled water, and implement, enhance, or promote programs to educate the community about the importance of water conservation and methods to reduce water use.

RCS-4.2 - Manage the City's stock of vegetation on public property (e. g., street trees, planted medians, lawns at public facilities and parks, etc.) to reduce water consumption.

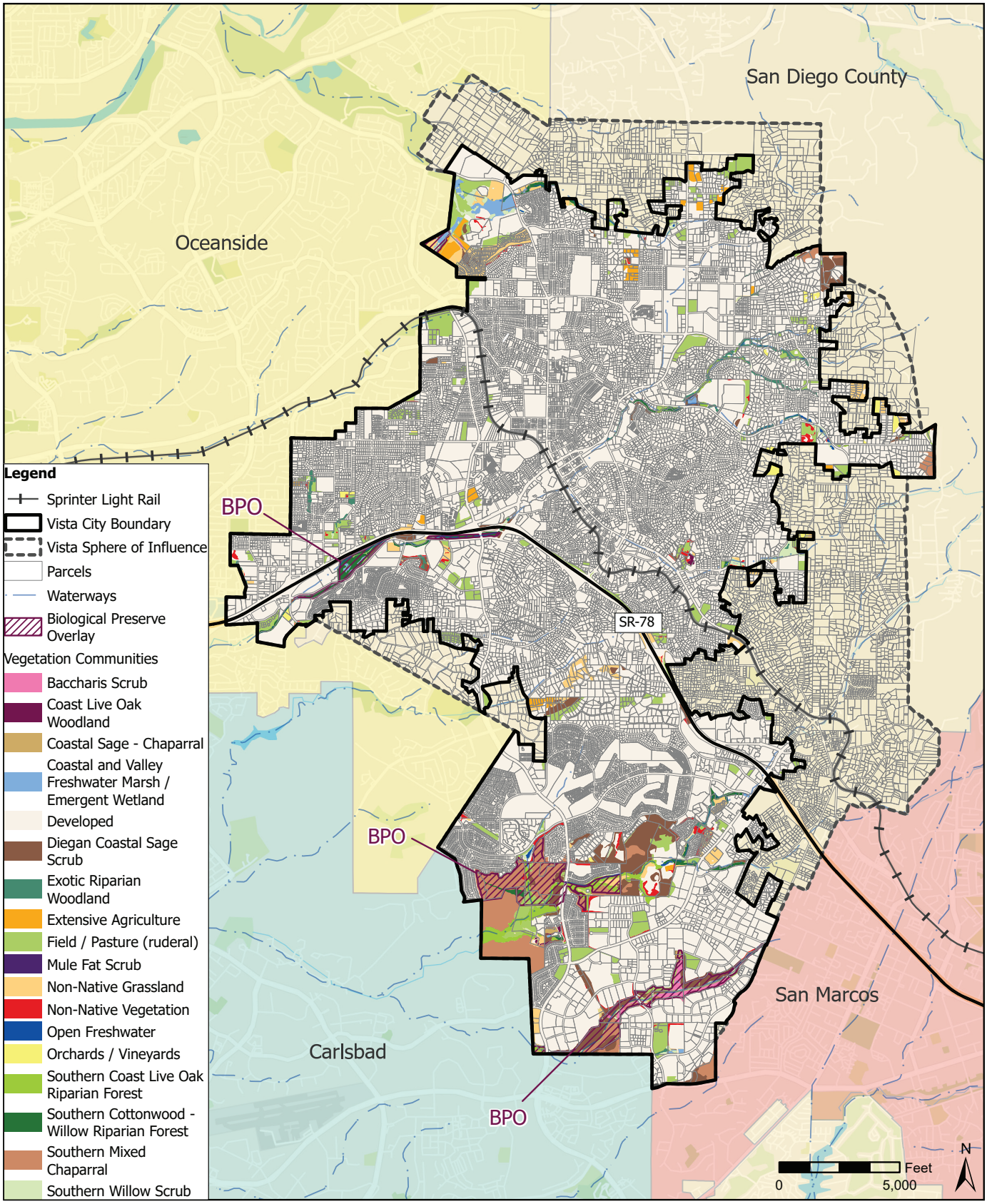
RCS-4.3 - Work with Caltrans to expand the use of reclaimed water on the SR-78 right-of-way and install water-efficient landscaping and irrigation.

4.4 Biological Resources

The City of Vista is largely developed with very few remaining areas of undeveloped, natural lands. Almost 90 percent of total land area in Vista is considered developed or disturbed habitat, and the remaining natural lands are mostly designated as open space. There are 20 vegetation communities within Vista that can be summarized into three land cover categories: Upland, Riparian/Wetland, and Agricultural. The Upland habitat type covers approximately six (6) percent of Vista's total land area, and the Riparian and Agricultural habitat cover three (3) percent and one (1) percent, respectively. The most extensive natural vegetation communities in the City are the riparian habitats and other wetlands, which are concentrated along major waterways and natural

8 Vista Irrigation District (2024). Water Supply Response Program. Vista Irrigation District.

Figure RCS-2: Biological Resources



Source: Esri, USGS, SanGIS, City of Vista



drainages, such as Buena Vista, Agua Hedionda, and Buena Creeks. Diegan Coastal Sage Scrub, the second most abundant habitat in Vista, is found mostly in the southern portion of the City, including areas in and around Dawson Los Monos Canyon Reserve, La Mirada Canyon, and Green Oak Ranch. Diegan Coastal Sage Scrub is considered a sensitive habitat and is given the highest inventory priority by the California Natural Diversity Database (CNDDB). Guajome Regional Park, located in the northwest corner of Vista, is another substantial open space area with plant communities and habitat. Other larger natural habitat areas make up a regional core area or serve as habitat linkages and wildlife movement corridors that extend beyond City limits. Smaller areas of natural habitat are scattered throughout the City.

Vista is part of the North County Multiple Habitat Conservation Program (MHCP), a comprehensive conservation planning process adopted by the SANDAG Board of Directors in 2003. As part of implementing the MHCP in Vista, a Biological Preserve Overlay (BPO) was created and identified as the City's regional habitat preservation system and is displayed in Figure RCS-2. Biological conservation is the primary function of the 296.2- acre BPO and was implemented by a zoning overlay adopted with the 2030 General Plan. To support the overall ecosystem preserve of the MHCP, each city is responsible for developing a subarea plan that identifies the sensitive habitat areas within its boundaries and includes policies for their conservation and ongoing management. San Diego County is preparing a draft Subarea Plan that the City will collaborate on moving forward.

Implementing the following goals and policies will support both the MHCP and the City of Vista's responsibilities to conserve natural biotic communities and special-status plant and wildlife species pursuant to various state and federal laws and policies.

RCS-5.0 Preserve and protect, to the extent practicable, the range of natural biological communities and species native to the City and region; and conserve viable populations of endangered, threatened, and key sensitive species and their habitats.

RCS-5.1 - Require development that is proposed in areas identified or expected to contain sensitive vegetation and wildlife communities to consult with wildlife agencies early in the development review process and develop and implement project-specific mitigation measures to mitigate impacts on threatened and endangered species.

RCS-5.2 - In areas that are adjacent to sensitive vegetation and/or wildlife communities, continue to require development, uses, and activities to be designed and managed to ensure minimal impacts to those resources.

RCS-5.3 - Preserve the integrity of riparian habitat areas, creek corridors, and other drainages that support biological resources and contribute to the overall health of the watershed areas through the preservation and restoration of native plants and the removal of invasive, exotic, and nonnative species.

RCS-5.4 - Preserve, protect, and enhance the City' s urban forest (on both public and private property).

RCS-5.5 - Continue to require the use of native, naturalized, and non-invasive plants to avoid or minimize use of irrigation, fertilizers, and pesticides, and to provide increased wildlife habitats for native species.

Table RCS-2: Vegetation Communities and Land Cover Types within the City of Vista Designated Open Space

Vegetation Community or Land Cover	Acreage
Upland	
Southern MIxed Chaparral*	239
Diegan Coastal Sage Scrub*	112
Non-Native Grassland*	23
Coastal Sage-Chaparral Transition*	6
Valley and Foothill Grassland*	4
Chaparral*	2
Coast Live Oak Woodland*	1
Eucalyptus Woodland	1
Upland Total	**387**
Riparian/Wetland	
Southern Riparian Scrub*	90
Southern Sycamore-Alder Riparian Woodland*	40
Southern Coast Live Oak Riparian Forest*	34
Southern Cottonwood-Willow Riparian Forest*	10
Southern Riparian Forest*	6
Southern Willow Scrub*	5
Coastal and Vally Freshwater Marsh*	3
Disturbed Wetland*	1
Riparian/Wetland Total	**189**
Developed or Disturbed Habitat	
Urban/Developed	66
Disturbed Habitat	11
Developed or Disturbed Habitat Total	**77**
Agricultural	
Extensive Agriculture - Field/ Pasture, Row Cops	50
Agriculture Total	**50**
Grand Total	**703**

**Denotes Sensitive Vegetation Community*

RCS-5.6 - To the extent practicable, and as determined by the City, avoid sensitive habitats and species during the planning, design, and construction of new public infrastructure (such as sewers, storm drain and flood control facilities, utilities, and roads), unless alternative locations are not practical.

RCS-6.0 Implement the provisions of the regional Multiple Habitat Conservation Plan (MHCP).

RCS-6.1 - Establish and maintain a Biological Preserve Overlay (BPO) reflecting the Focused Planning Area in the MHCP to the maximum extent practicable. The BPO shall define lands worthy of protection based on the presence of sensitive vegetation and wildlife communities, or those lands that support viable wildlife corridors.

RCS-6.2 - Limit land uses within the BPO to only those necessary for the protection of public health and safety, or recreational uses that are consistent with the conservation standards in the MHCP. Biological conservation shall be the primary objective within the BPO whenever potential conflicts with recreational uses arise.

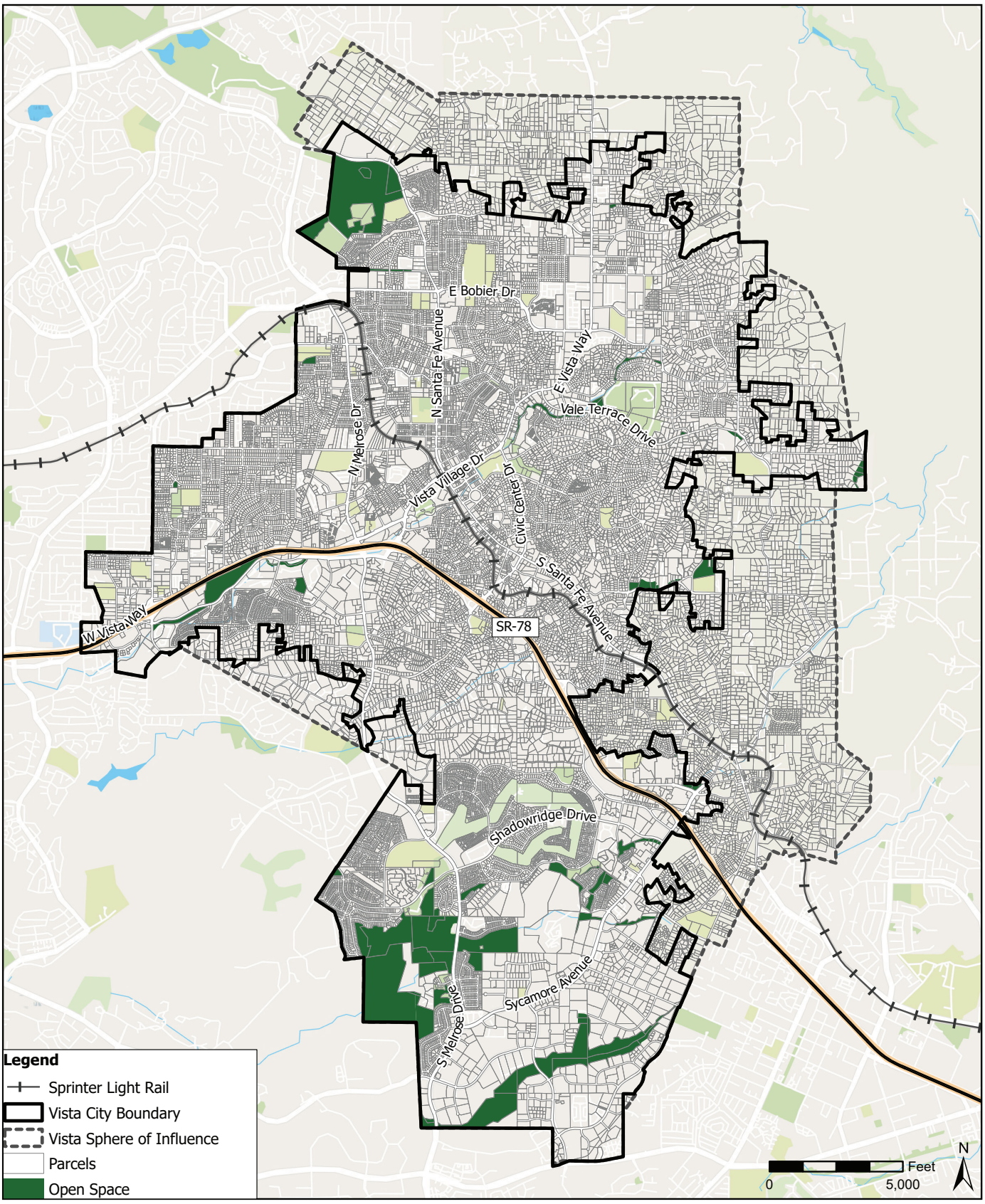
RCS-6.3 - Establish maintenance and management standards for the BPO to ensure permanent conservation. The City' s standards shall be based on the applicable standards in Section 6.o of the Final MHCP (i.e., Fire Management; Habitat Restoration; Erosion Control; Landscaping Restrictions; Recreation and Public Access; Fencing, Signs and Lighting; Predator and Exotic Species Control; Hydrology and Flood Control; and Species Reintroduction), subject to the availability of permanent funding.

RCS-6.4 - Adopt a Habitat Conservation Plan Subarea Plan covering, at minimum, the BPO and enter into an Implementing Agreement with the Wildlife Agencies, subject to the availability of permanent funding.

RCS-6.5 - Use the mitigation ratios established in the MHCP for impacts to sensitive biological habitats.

RCS-6.6 - Integrate the City's conservation planning efforts with watershed planning, GHG reductions, and other regional planning efforts involving natural resources when possible in order to maximize opportunities for grant funding for conservation purposes.

Figure RCS-3: Open Space



Source: Esri, USGS, SanGIS, City of Vista

4.5 Open Space

Vista 2050 considers equitable access to parks and natural areas while recognizing the role of open space in supporting community health, safety, and resilience. Open space resources help address climate-related hazards, including flooding, wildfire, and extreme heat, by preserving natural systems, reducing exposure to environmental risks, and directing development away from areas subject to geologic and climate hazards. Open space policies are coordinated with the Land Use and Community Identity, Healthy Vista, and Public Safety, Facilities, and Services Elements to align environmental justice considerations, land use patterns, and hazard mitigation strategies. There are 703 acres of open space and park preserve within the city that are dedicated to the preservation of sensitive biological resources. Open space is managed by both the City and other entities. Of the 703 acres, 576 acres are natural land cover (more specifically, upland and riparian communities), 77 acres are developed or disturbed habitat, and the remaining 50 acres are used for agricultural purposes. The vegetation communities that comprise Vista's land cover types are detailed below in Table RCS-2.

4.5.1 Open Space Along Creek Corridors

Open space areas in Vista are primarily found along creek corridors and between planned residential developments as buffers. Major areas of open space include Dawson Los Monos Canyon Reserve, which is owned by the Regents of the University of California; La Mirada Canyon, which is an open space amenity that also serves as a utility easement within the Vista Business Park and is largely owned by the City of Vista; and a portion of the Vista park's that remain undeveloped due to the presence of wetlands. Notably, Rancho Guajome Adobe, Hacienda Biological Preserve, Dawson Los Monos Canyon Reserve, Buena Vista Park, La Mirada Canyon, and Buena Vista Creek Ecological Reserve comprise nearly all of the open space and natural land cover within the city. Smaller areas of open space may be either publicly or privately owned and fall into two general categories: riparian habitats that are found along creeks, drainages, and other bodies of water, such as Agua Hedionda Creek, Buena Creek, and the unchanneled portion of Buena Vista Creek; and deed-restricted open spaces. The locations of open spaces are illustrated in Figure RCS-3.The Biological Preserve Overlay (BPO) designates lands the City of Vista has dedicated to the permanent conservation of biological resources. The primary purpose of the BPO is the conservation of biological resources. The BPO has been identified in order to limit land uses to only limited passive recreational uses where protection of those resources is ensured, or those uses are required to protect the public health and safety. The BPO applies to a total of 296.2 acres, and includes portions of Buena Vista Park, La Mirada Canyon, and Dawson Los Monos Canyon Reserve.

Several parks within the city also provide open space that contributes to resource conservation, such as Buena Vista Park. Although these parks may contribute to resource conservation, they are designated Parks and Recreation (PR) on the Land Use Map because recreation is their primary use. Conversely, many areas that are designated Open Space (OS) may allow limited passive recreational uses, and hiking and biking trails. Four out of five of the main trail systems within the city - Buena Vista Park, Wiivay Trail, Buena Vista Creek Trail, and La Mirada Canyon Trail - occur in open space and connect areas of open space with the surrounding community. The remaining trail, SANDAG Inland Rail Trail, connects Vista with the connecting communities of Oceanside, San Marcos, Escondido, and a portion of unincorporated land in the County of San Diego.

In addition to land designated OS and PR, several residential land use designations encourage the preservation of open space and resource conservation and promote the protection of safety-related open space on private property. The intent of the Open Space Residential (OSR) designation is to preserve and maintain the integrity of the hillside topography of Vista, preserve the rural character of the area, and allow animal husbandry and other agricultural uses under the guidance of conditions established in the zoning ordinance. The Rural Residential (RR) land use category is intended to enhance and preserve the rural atmosphere in certain areas of Vista by lessening negative impacts on environmental, geologic, and hydrologic land features, and protecting the integrity of Vista's hillside areas with a minimum disturbance of the property's natural topography and native landscape features.

RCS-7.0 Conserve, enhance, and restore open space areas for the protection of wildlife habitats and plant and animal species and public health and safety.

RCS-7.1 - Cooperate with other municipalities and San Diego County to acquire or protect open space areas that provide key habitat linkages and wildlife movement corridors on a regional level.

RCS-7.2 - Allow for public access to open space lands for recreation activities while protecting and restoring the natural ecosystem and minimizing environmental damage, as appropriate.

RCS-7.3 -Through the development review process, ensure that new development minimizes the impact of development on wildlife movement and habitat connectivity.

4.6 Parks And Recreation

Access to parks and recreational opportunities play an important role in community health by providing opportunities for physical activity, social engagement, and building community character. Moreover, urban green spaces and vegetation help combat the urban heat island effect and foster habitat for local fauna. Vista's parks, recreational facilities, and trails are unique to Vista and significantly contribute to the area's charm as well as connect Vista to neighboring communities. This section provides an overview of Vista's existing parkland and recreational facilities, discusses existing and future needs, and highlights key goals and policies to achieve the community's vision regarding these significant resources.



4.6.1 Parks and Recreation Network

There are 340 acres of City and County owned parks within Vista, comprised of 24 parks and five recreational facilities. The Recreation and Community Services Department provides a range of recreational programs and facilities at each City-owned park depending upon the size of the park and the type of facilities. The City's Parks and Recreation Commission advises the City Council and the Director of Recreation and Community Services on decisions pertaining to active and passive recreation parks, recreation, and open space issues. The Commission also aids in the coordination of public agencies and civic organizations as it relates to parks and recreation planning and programming. Parks within the city are organized in the following categories:

Neighborhood Park

A Neighborhood Park serves mainly the children and families of a specific neighborhood.

Community Park

A Community Park supplements the Neighborhood Park by providing a wider range of recreational facilities, accommodating larger groups of people, and serving a wider range of interests.

Regional Park

A Regional Park provides, on a large scale, areas for active and passive recreation, picnic facilities, water features for boating and fishing, trails, and natural areas.

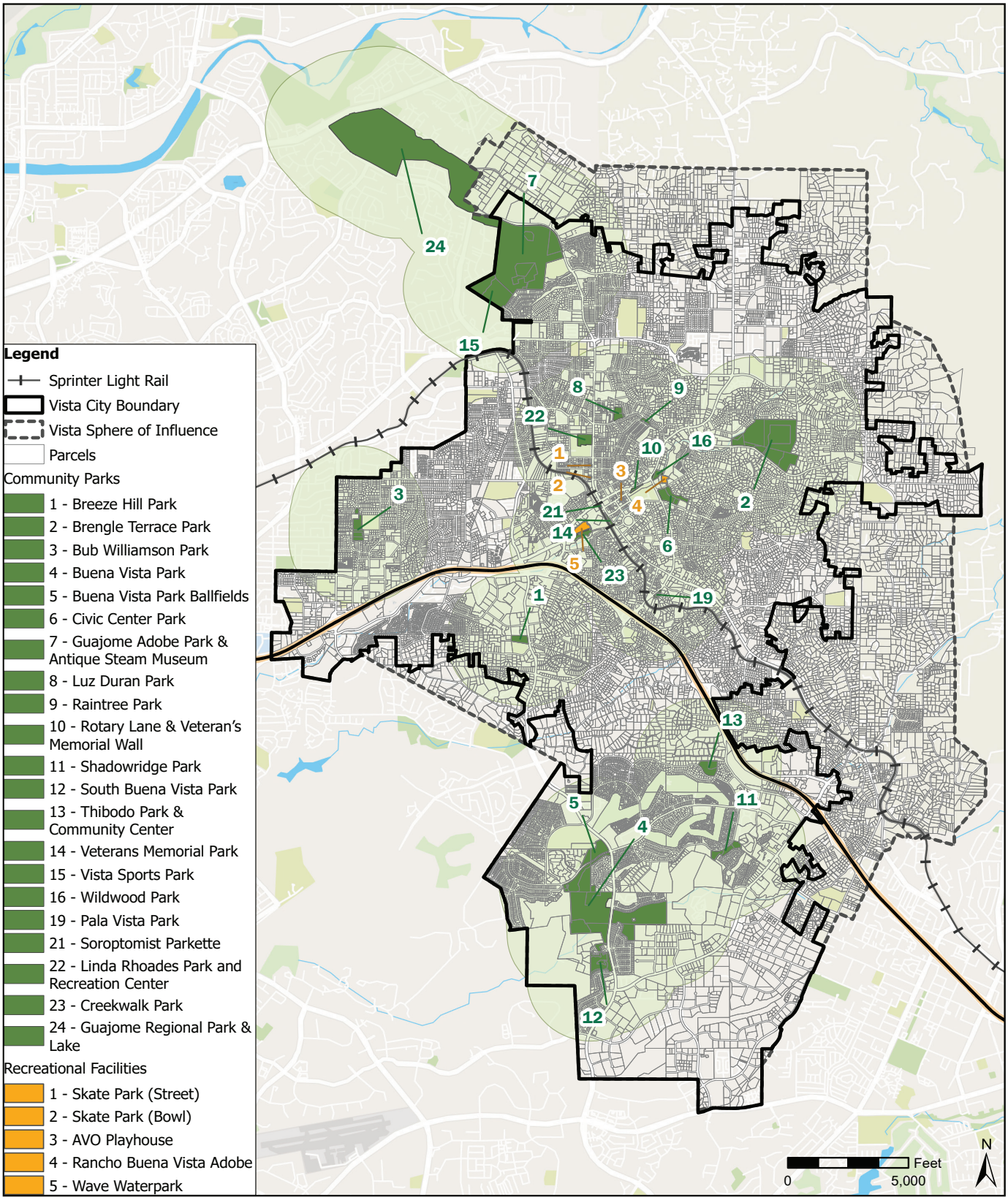
Special Recreational/Resource Area

A Special Recreational/Resource Area is an area that has potential regional significance, usually indicated by the uniqueness of the site and/or the type of facility or amenity provided. While Special Recreational/ Resource Areas contribute to the City's overall parkland acreage, they do not have specific service areas or standards.

4.6.2 Trails

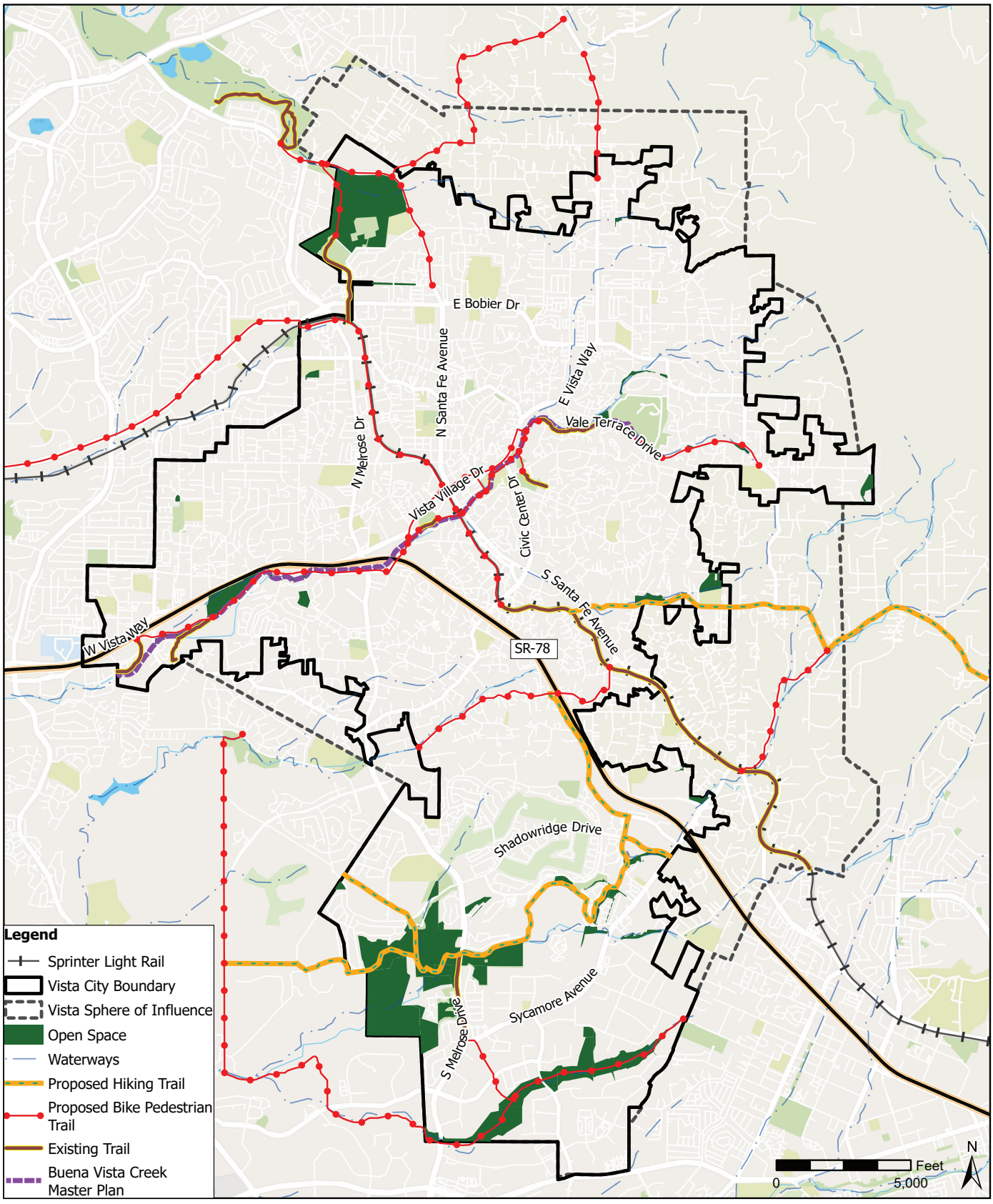
Trails, bikeways, and activities/facilities are valuable amenities to many of these parks that contribute to Vista's unique character. Vista has five hiking trails to explore the natural environment: Buena Vista Park Trail, Buena Vista Creek Trail including Wiivay Trail, La Mirada Canyon Trail, and SANDAG Inland Rail Trail. Several routes are delineated within each

Figure RCS-4: Parks and Recreation Locations



Source: Esri, USGS, SanGIS, City of Vista

Figure RCS-5: Trails



Source: Esri, USGS, SanGIS, City of Vista



trail to provide a variety of hiking experiences across degrees of elevation and distance. These trails promote physical exercise and recreation, provide connections between and increased enjoyment of Vista's parks and recreational facilities, natural open spaces, historic and cultural sites, and waterways; and provide alternatives to the use of private vehicles. Four of the five are owned and maintained by the City of Vista, while the Wiivay Trail and SANDAG Inland Rail Trail is owned and maintained by others. The 21-mile Inland Rail Trail network is an incredible resource that connects Vista with Oceanside, Escondido, San Marcos, and portions of unincorporated San Diego County, and is an important local Class I bikeway. Moreover, the Inland Rail Trail is an important element of the San Diego Regional Bike Plan which makes active transportation safer, easier, and more accessible throughout the region. Portions of these hiking trails occur within Guajome Regional Park and Hacienda Biological Preserve. Experiencing various nature trails in Vista is great for casual exercise, enjoying nature, or just relaxing and getting some fresh air. With Vista's topography and mild climate, hikers and bicyclists can enjoy the trails all year long. The City's trails can be seen on RCS-5. The City will continue to look at opportunity to extend trails when feasible and interconnect with the existing bike way system.

4.6.3 Recreational Facilities

In addition to 340 acres of publicly owned parks and facilities, there are 157 acres of other property and facilities not owned or maintained by the City but that provide recreational opportunities for the community, for a total of 497 acres of public and private parkland and recreational resources. The City has entered into a joint-use agreement with various schools, allowing public access to more than 108 acres of school recreational facilities, play fields, hard court areas, and other recreational amenities during non school hours. Other privately owned recreational resources include the Optimist Fields and Buena Vista Ball Fields, which provide lighted ball fields and other recreational and open space amenities, and the Shadowridge Golf Course. While this acreage does not contribute to the City's overall parkland acreage, it benefits the community by expanding the variety and location of playgrounds, ball fields, and other recreational amenities that are available to Vista's residents. Buena Vista Park differs from Vista's other Community Parks. A portion of Buena Vista Park is dedicated to active uses, and a much larger portion is designated as Open Space and covered by the Biological Preserve Overlay (BPO). This area is dedicated to the permanent conservation of biological resources. Figure RCS-4 illustrates the location of the parks and recreational facilities in Vista, including all of the City- and County-owned parks, and other privately owned properties that are designated "PR" on the Land Use Map (Figure LUCI-2 in the LUCI Element) and serve a recreational purpose.

Regarding facilities, the City supports a robust arts and cultural presence through their award-winning Moonlight Stage Productions Program as well as two City-owned venues - the Moonlight Amphitheatre and AVO playhouse. Moonlight Amphitheatre is located in Brengle Terrance Park and is an open-air venue with a state-of-the-art stage house. It seats 899 and accommodates an additional 1,200 in lawn seating. AVO Playhouse is located in a renovated 1948

neighborhood movie house in downtown Vista and is a fully equipped performance venue that seats 328. Other publicly owned recreational facilities include two skate parks, Wave Waterpark, and Rancho Buena Vista Adobe.

4.6.4 Parks and Recreation Needs

The City's approach to meeting parks and recreation needs is guided by the adopted Parks and Recreation Master Plan, which establishes park standards and priorities based on levels of service, park typologies, access, and equity rather than a single citywide acreage ratio. The Parks and Recreation Master Plan evaluates the adequacy of the park system using park-type–specific Level of Service (LOS) standards, expressed in acres per 1,000 residents, along with service area coverage, facility capacity, and equity mapping. Recommended LOS standards include 0.50 acres per 1,000 residents for neighborhood parks, 0.10 acres per 1,000 residents for mini parks, 0.50 acres per 1,000 residents for community parks, and 1.85 acres per 1,000 residents for regional parks. These standards are used to identify existing service gaps, prioritize improvements, and guide future park planning and investment. Based on the Master Plan's analysis, the City currently has unmet needs for certain park types and recreational amenities, including neighborhood and mini parks, as well as specific facilities such as playgrounds, shade structures, splash pads, trails, and indoor recreation space. The Master Plan also identifies areas of the City that are underserved based on access and equity considerations and establishes a long-term strategy to address these needs through targeted park acquisition, facility expansion, and capital improvements.

RCS-8.0 Continue to provide parkland to effectively serve the recreational needs of the community.

RCS-8.1 - Develop a needs analysis in conjunction with the Parks and Recreation Commission, citizens, organizations, volunteer groups, and community partners to identify and provide needed park, recreation, trail, and open space amenities that address changes in the City's population and demographics.

RCS-8.2 - Maintain a program for acquisition and/or development of identified parkland property and facilities that includes a variety of funding or acquisition methods.

RCS-8.3 - Give priority to acquiring and developing parks and recreational facilities in areas with the greatest need.

RCS-8.4 - Collaborate with San Diego County on the portion of Guajome Regional Park within Vista' s boundaries, including the Antique Gas and Steam Engine Museum, and ensure the preservation and support of this valuable resource.

RCS-8.5 - Consider the use of publicly owned land such as flood control projects, excess right-of-way, and other public lands for the development of new public parks, recreational facilities, and trails.

RCS-9.0 Continue to provide and maintain recreational facilities and programs that serve the needs and enjoyment of residents.

RCS-9.1 - Provide a range of high quality and diverse recreational facilities programming to serve the needs of all Vista' s residents, including children, teens, adults, senior adults, families, and persons with disabilities. Pursue funding opportunities to support program diversity when available.

RCS-9.2 - Continue to encourage privately owned recreation facilities that create minimal neighborhood disruption, provide ample parking, and have adequate support facilities.

RCS-9.3 - Operate the McClellan Senior Center and expand current services to accommodate any increase in the senior population.

RCS-9.4 - Support and continue to make necessary investments in cultural arts facilities and expand programming, including performances, concerts, and special annual events.

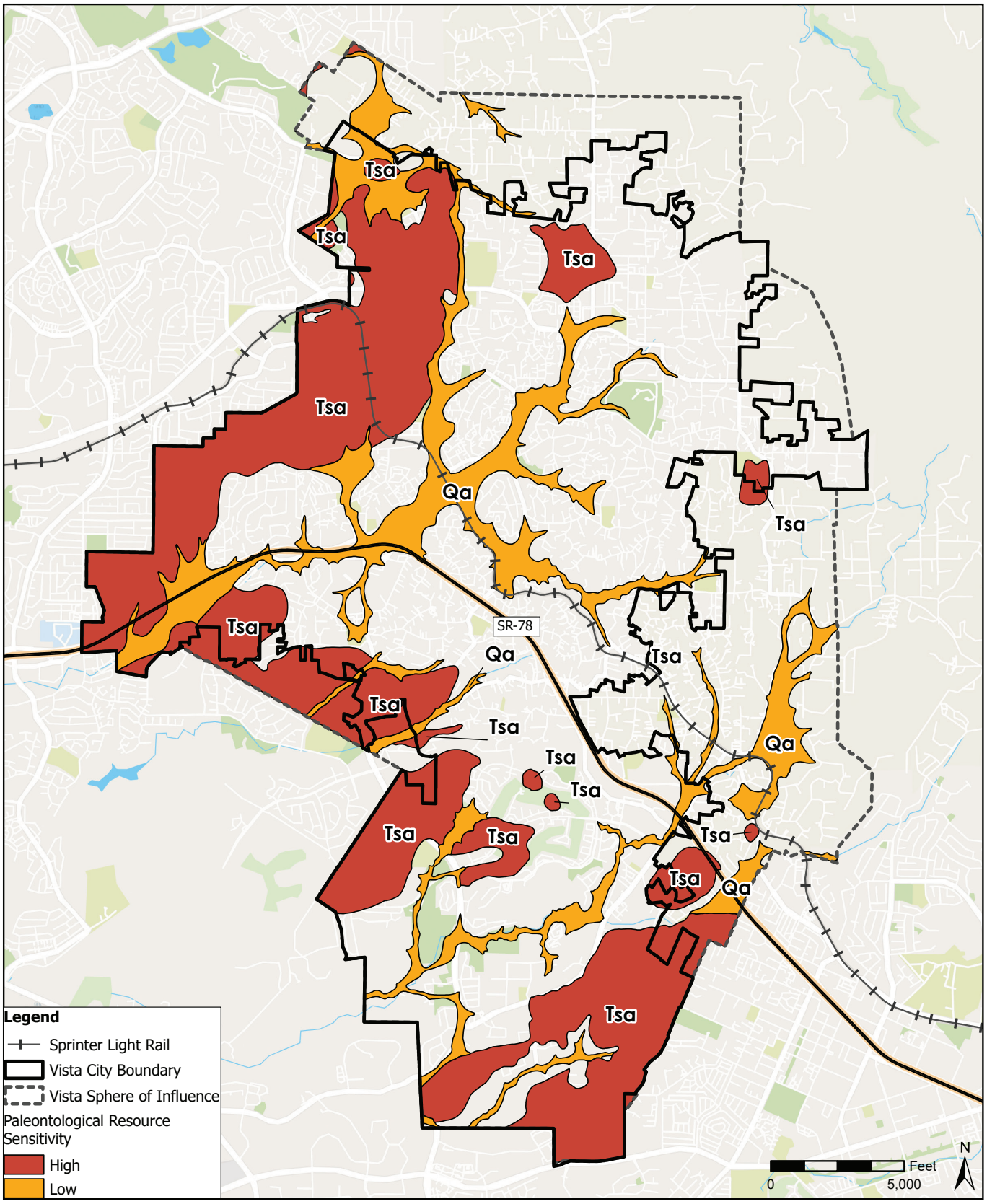
RCS-9.5 - Evaluate the modernization of the Wave Waterpark facility.

RCS-9.6 - Operate and maintain community and recreation centers and expand offerings to provide high quality programs and activities, dependent on the availability of funding.

RCS-9.7 - Support the Alta Vista Botanical Gardens as a valuable passive recreational amenity.

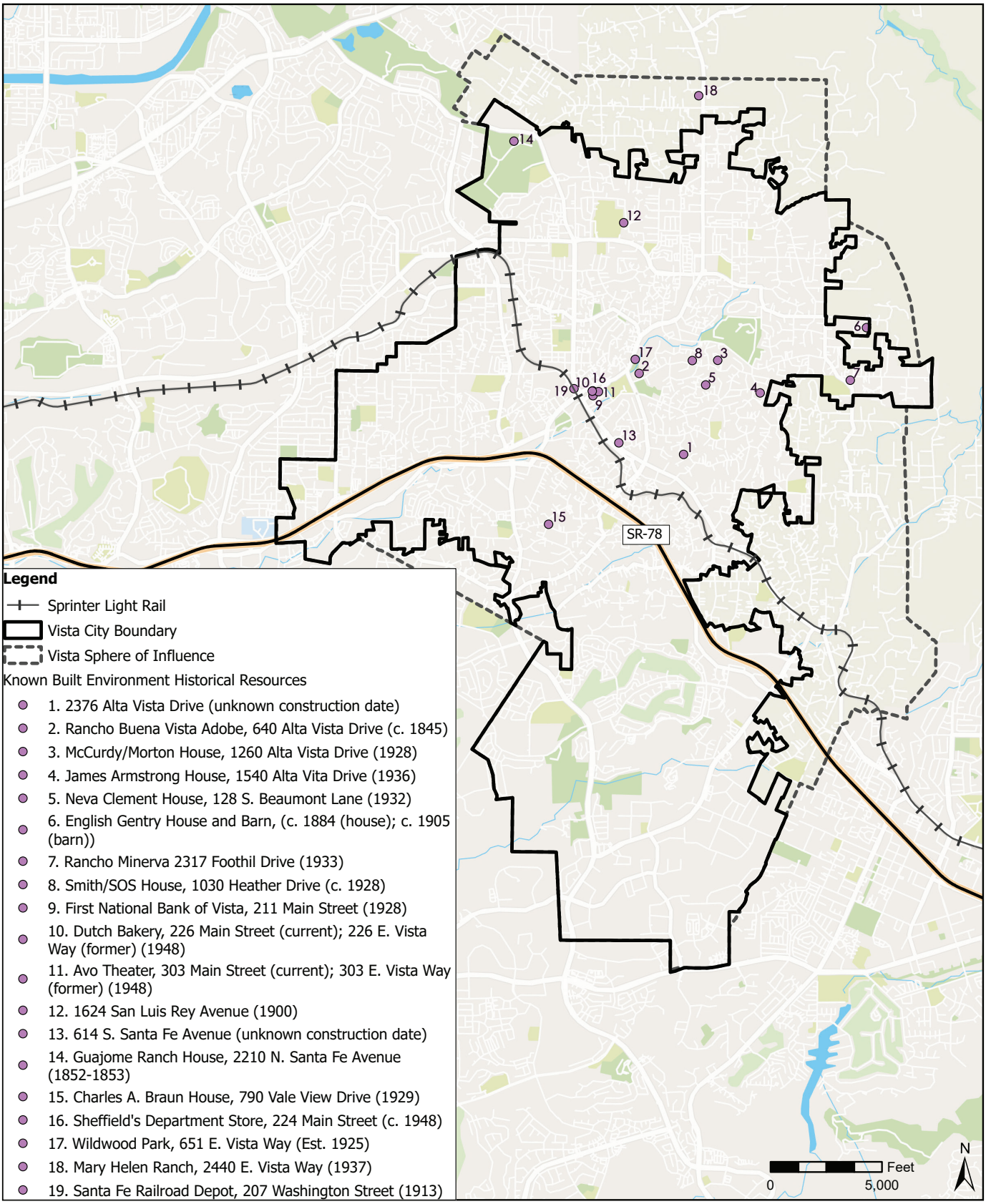
RCS-9.8 - Develop and implement a master plan for Buena Vista Creek that includes creation of a linear park along the creek from Brengle Terrace Park to

Figure RCS-6: Paleontological Sensitive Areas



Source: Esri, USGS, SDNMH 2007, California Department of Conservation 2005, SanGIS, City of Vista

Figure RCS-7: Historic Sites



Source: Esri, USGS, SanGIS, City of Vista

Downtown Vista and enhancement of pedestrian and bicycle access, and trails.

4.7 Cultural, Historical, And Paleontological Resources

4.7.1 Cultural and Archeological

Archaeological resources include prehistoric locations or sites where human actions have resulted in detectable changes to the area. Archaeological resources can have a surface component, a subsurface component, or both. Prehistoric archaeological resources are those of Native American origins. These consist of artifact scatters and deposits, hearth features, bedrock milling stations, shell middens, pictographs, petroglyphs, tool stone quarries, temporary camps, and village sites.

A 2022 search of the records at the South Coastal Information Center (SCIC) found 133 archaeological resources within the General Plan area. Prehistoric sites within the region include habitation sites, artifact scatters, shell scatters, bedrock milling stations, rock art, a trail, and isolates. Since the vast majority of Vista is built up and consists largely of engineered or artificial earth, many future developments in Vista will have a low potential to impact archaeological resources.

4.7.2 Historical

Vista is home to two places on the National Register of Historic Places: The Guajome Ranch House and the Charles A. Braun House. The Guajome Ranch House is also a registered California State Historical Landmark. Rancho Buena Vista Adobe, while not state or nationally listed, is an important local resource and is one of the best-preserved original land grant ranchos in San Diego County.[9] Additionally, the City of Vista considers 19 extant listed or potentially eligible historical resources, and their locations are shown in Figure RCS-7.

4.7.3 Paleontological

Paleontological resources, or fossils, are the remains of once living plants and/or animals and their traces (e.g., burrows and tracks) preserved in earth's crust, and are generally considered to be greater than 5,000 years old or prior to recorded human history.

Approximately 30 percent of land area within the City of Vista has a rating of high paleontological sensitivity. These sensitive areas are located mainly along the western boundary, northwest side and the southeast side, in the Eocene Santiago Formation.

RCS-10.0 Continue to preserve and protect places, buildings, and objects that embody the City's social, cultural, commercial, architectural, and agricultural history.

RCS-10.1 - Continue to utilize historical resources, such as the Rancho Buena Vista Adobe, for school programs, community education, and events, and coordinate programming with other historic sites.

RCS-10.2 - Continue to preserve Vista's historic adobes and nationally registered and significant historic buildings, such as the Rancho Guajome Adobe and the Braun House. Consider national and local historic designations for eligible City-owned properties.

RCS-10.3 - Consult with local tribes on the protection of significant archeological features and projects requiring discretionary City approval.

RCS-10.4 - Support the protection of existing farms to continue their operations as agricultural areas transition to urban uses and encourage new farms both in the rural and urban areas. Utilize urban farms as an opportunity to improve public health, recreation, and social interaction.

RCS-11.0 Recognize the potential for paleontological resources and provide for mitigation programs to ensure collection and salvage of fossil materials.

RCS-11.1 - Require pre-construction meetings prior to grading and monitor during construction, including requiring monitoring of excavation operations and salvage programs, as needed.

4.8 Energy Efficiency

In the spring of 2024, the City of Vista joined the cities of Del Mar, Carlsbad, Solana Beach, San Marcos, Escondido, and Oceanside in the Clean Energy Alliance (CEA). CEA is a community choice energy provider that delivers clean energy to residents and businesses by allowing partner cities to purchase electricity from alternative suppliers while still delivering power through San Diego Gas & Electric

9 City of Vista (2022). History of Vista. City of Vista, California.

(SDG&E) transmission and distribution lines. The program allows for local control over electricity sources and the potential to choose greener power sources at competitive electricity prices.[10] Through various partners and organizations, CEA offers programs which provide incentives, rebates, funding and support to customers

The City's 2021 Climate Action Plan (CAP) addresses energy efficiency within two of their strategies to reduce greenhouse gas emissions. Joining CEA fulfills in-part the GHG reduction measures outlined in the CAP, specifically Measure E-3: "The city to join a program (e.g. community choice energy [CCE] program) to increase the renewable or zero-carbon electricity supplied to the city to 90 percent, reducing citywide emissions by approximately 28,300 MTCO2e in 2030". Goals and policies directed at local energy efficiency will build upon the progress made by joining CEA, continue to facilitate the City in meeting its CAP goals, and reach the State's goal of net-neutrality by 2045 and achieve net negative GHG emissions thereafter.

RCS-12.0 Promote efficient and sustainable use of energy resources through conservation, demand-reduction activities, and alternative energy sources.

RCS-12.1 - Continue to target local funds, including grants and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features.

RCS-12.2 - Encourage retrofits for existing commercial and industrial/business park uses and encourage major renovations to exceed energy efficiency requirements.

RCS-12.3 - Prepare and implement a comprehensive plan to improve the energy efficiency of municipal facilities and conserve electricity and natural gas and encourage any newly constructed, purchased, or leased municipal space to meet minimum energy efficiency standards as appropriate.

RCS-12.4 - Create a Capital Reinvestment Fund to provide capital for future energy efficiency improvements from ongoing energy efficiency savings.

RCS-12.5 - Implement a training program for City staff to support the City's goal of reducing GHG emissions from municipal facilities and operations, including energy efficiency training to engineering, building operations, and facility maintenance staff; and energy conservation for all City employees.

RCS-12.6 - Require adherence to the California Green Building Code.

RCS-12.7 - Promote alternative energy development by continuing membership in Clean Energy Alliance, the City's community choice energy program.

RCS-12.8 - Provide, where possible, incentives for renewable energy projects (e.g., reduced fees and expedited permit processing), creative financing (e. g., subsidized or other low-interest loans and/or the option to pay for system installation through long -term assessments on individual property tax bills), as well as other support for community members or developers seeking funding for such projects.

RCS-12.9 - Support SDG&E and CEA in the location of new or expanded service facilities where appropriate, and support maintenance and operational activities through coordinated efforts with SDG&E staff and contractors.

4.9 Waste Reduction

The City of Vista's commercial and residential solid waste and recycling services are provided by the Escondido Disposal Corporation (EDCO). With the completion of an anaerobic digestion facility in 2021, EDCO processes and recycles organic waste including food scraps and yard waste.

Diverting recycling waste and organic waste from solid waste landfills reduces pollution, GHG emissions, and supports the production of renewable natural gas. Diversion is defined as the process of redirecting waste away from a landfill destination to be recycled or reused in some capacity. Recycling of aluminum cans, paper, cardboard, and some plastics achieves landfill diversions. In addition, organic waste such as yard clippings and waste – known as "green waste" and food waste can be diverted as well from landfills through composting and other organic recycling practices. Organics make up half of what Californians dump in landfills.

Landfills are a key source of greenhouse gas emissions and therefore, the State has passed a series of laws aimed at reducing the quantity of waste sent to landfills which have significant policy and legal implications for local governments, including Vista. The City's Public Works Department

10 City of Vista (2022). Clean Energy Alliance. City of Vista, California

has implemented these regulations, including AB 341, AB 1826, and SB 1383. AB 341 in 2011 mandated commercial recycling and set for a statewide diversion target of 75 percent for businesses—including public entities—that generate 4.0 cubic yards or more of commercial solid waste per week. Multifamily residential dwellings of five units or more shall also arrange for recycling services. AB 1826 in 2014 mandated businesses to recycle their organic waste depending on the amount of waste they generate per week. Local jurisdictions across the state are required to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Further, SB 1383, adopted in 2016 established the most ambitious waste reduction mandates to be adopted in California requiring the State to reduce organic waste disposal, including disposal of food waste, green waste, and paper products by 75 percent by 2025, an amount equivalent to more than 20 million tons annually. The law also requires the State to increase edible food recovery by 20 percent over the same timeframe. Information regarding waste, disposal, recycling, and reduction in Vista is available on the City's website.

In 2023, the City of Vista successfully diverted 25.9 percent of total waste stream from landfill disposal. This 25.9 percent was the result of diverting 46.4 percent of the residential waste stream, 11.7 percent of the commercial waste stream, and 15.1 percent of the roll off waste stream. Residential uses contribute to the highest percentages of Vista's waste stream, including green waste and recycling. Goals and policies aimed at sustainable waste management will facilitate the increased diversion of waste from solid waste landfills, promote strategies to reduce municipal waste generation, and assist the City in reaching their goal of 85 percent diversion citywide.

RCS-13.0 Reduce the amount of solid waste generated and diverted to landfills.

RCS-13.1 - Conduct education and outreach to residents and businesses regarding organic waste reuse and promote organic waste reuse to produce compost and/or biofuel from the maximum amount of organic waste generated within the City as possible.

RCS-13.2 - Increase asphalt recycling and the use of recycled asphalt and cement in the new development, rehabilitation, or reconstruction of public facilities.

RCS-13.3 - Encourage the community through the use of public education programs and City demonstration projects to produce less waste by reducing, reusing, and recycling.



Table RCS-3: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

RCS- 1.0 (R)	**Improve indoor and outdoor air quality and protect persons and the environment from the effects of air pollution.**
RCS- 1.1 (R)	Discourage the location of new, or the expansion of existing, sensitive receptor land uses (including residences, long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, schools, playgrounds, childcare centers, and athletic facilities) within 500 feet of State Route (SR)-78 unless enhanced ventilation, filtration, and acoustical building materials are used.
RCS- 1.2 (E)	Develop and implement plans to minimize dust from areas within the City that are prone to soil erosion from wind.
RCS-2.0 (N)	**Support the implementation of the City of Vista's Climate Action Plan (CAP).**
RCS-2.1 (N)	Update the City' s Greenhouse Gas Emissions Inventory periodically to incorporate the latest best practices and to assess progress.
RCS-2.2 (R)	Continue public outreach efforts to increase public awareness of climate change and climate protection challenges.
RCS-2.3 (R)	Encourage City bidding, contracting, and purchasing practices and standards to support reductions in GHG emissions, including preferences for energy- efficient equipment and the use of recycled materials and manufacturers that have implemented green management practices; encourage other public agencies and private businesses within Vista to do the same, when feasible.
RCS-3.0 (E)	**Preserve, protect, and enhance water quality in watersheds to which the City contributes stormwater and urban runoff**
RCS-3.1 (R)	Preserve, protect, and enhance water quality in the San Luis Rey, Loma Alta, Buena Vista, Agua Hedionda, and San Marcos watersheds, through the implementation of water quality improvement programs. These programs will address pollution prevention, encourage preservation of natural drainage courses, prevention of wildfires, and prevention of other anthropogenic detrimental effects to the watersheds with the goal of achieving sustainable resource management by balancing, social, economic, and environmental needs.
RCS-3.2 (E)	Implement the Agua Hedionda Watershed Management Plan and develop and implement a similar watershed management plan for Buena Vista Creek and its major tributaries, dependent upon available funding
RCS-3.3 (E)	Encourage the use of low impact development (LID) techniques through public outreach and education by installing demonstration projects at City facilities and by incorporating LID and other green technologies into public infrastructure projects
RCS-3.4 (R)	Require vegetative buffers along the margins of water bodies based on scientific analysis of the existing site conditions by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.
RCS-3.5 (R)	Continue to maintain, repair, and replace current public drainage infrastructure where necessary to maximize public safety and water quality benefits.
RCS-3.6 (E)	Restrict the complete installation of new concrete lining or channelization projects but allow alteration, rechannelization, and/or modifications to existing channelized streams, including daylighting, only if such modifications preserve or restore natural habitat values to the greatest extent feasible and necessary permits are obtained.

RCS-4.0 (E)	**Reduce the projected demand for water service in the City through water conservation and increased use of recycled water.**
RCS-4.1 (E)	Work with the Vista Irrigation District (VID) to reduce per capita water consumption, increase the use of recycled water, and implement, enhance, or promote programs to educate the community about the importance of water conservation and methods to reduce water use.
RCS-4.2 (E)	Manage the City's stock of vegetation on public property (e. g., street trees, planted medians, lawns at public facilities and parks, etc.) to reduce water consumption.
RCS-4.3 (E)	Work with Caltrans to expand the use of reclaimed water on the SR-78 right-of-way and install water-efficient landscaping and irrigation.
RCS-5.0 (E)	**Preserve and protect, to the extent practicable, the range of natural biological communities and species native to the City and region; and conserve viable populations of endangered, threatened, and key sensitive species and their habitats.**
RCS-5.1 (R)	Require development that is proposed in areas identified or expected to contain sensitive vegetation and wildlife communities to consult with wildlife agencies early in the development review process and develop and implement project- specific mitigation measures to mitigate impacts on threatened and endangered species.
RCS-5.2 (R)	In areas that are adjacent to sensitive vegetation and/or wildlife communities, continue to require development, uses, and activities to be designed and managed to ensure minimal impacts to those resources.
RCS-5.3 (E)	Preserve the integrity of riparian habitat areas, creek corridors, and other drainages that support biological resources and contribute to the overall health of the watershed areas through the preservation and restoration of native plants and the removal of invasive, exotic, and nonnative species.
RCS-5.4 (E)	Preserve, protect, and enhance the City' s urban forest (on both public and private property).
RCS-5.5 (E)	Continue to require the use of native, naturalized, and non-invasive plants to avoid or minimize use of irrigation, fertilizers, and pesticides, and to provide increased wildlife habitats for native species.
RCS-5.6 (E)	To the extent practicable, and as determined by the City, avoid sensitive habitats and species during the planning, design, and construction of new public infrastructure (such as sewers, storm drain and flood control facilities, utilities, and roads), unless alternative locations are not practical.
RCS-6.0 (E)	**Implement the provisions of the regional Multiple Habitat Conservation Plan (MHCP).**
RCS-6.1 (E)	Establish and maintain a Biological Preserve Overlay (BPO) reflecting the Focused Planning Area in the MHCP to the maximum extent practicable. The BPO shall define lands worthy of protection based on the presence of sensitive vegetation and wildlife communities, or those lands that support viable wildlife corridors.
RCS-6.2 (E)	Limit land uses within the BPO to only those necessary for the protection of public health and safety, or recreational uses that are consistent with the conservation standards in the MHCP. Biological conservation shall be the primary objective within the BPO whenever potential conflicts with recreational uses arise.
RCS-6.3 (E)	Establish maintenance and management standards for the BPO to ensure permanent conservation. The City's standards shall be based on the applicable standards in Section 6.o of the Final MHCP (i.e., Fire Management; Habitat Restoration; Erosion Control; Landscaping Restrictions; Recreation and Public Access; Fencing, Signs and Lighting; Predator and Exotic Species Control; Hydrology and Flood Control; and Species Reintroduction), subject to the availability of permanent funding.
RCS-6.4 (E)	Adopt a Habitat Conservation Plan Subarea Plan covering, at minimum, the BPO and enter into an Implementing Agreement with the Wildlife Agencies, subject to the availability of permanent funding.
RCS-6.5 (E)	Use the mitigation ratios established in the MHCP for impacts to sensitive biological habitats.
RCS-6.6 (E)	Integrate the City's conservation planning efforts with watershed planning, GHG reductions, and other regional planning efforts involving natural resources when possible in order to maximize opportunities for grant funding for conservation purposes.

RCS-7.0 Ⓡ	**Conserve, enhance, and restore open space areas for the protection of wildlife habitats and plant and animal species and public health and safety.**
RCS-7.1 Ⓝ	Cooperate with other municipalities and San Diego County to acquire or protect open space areas that provide key habitat linkages and wildlife movement corridors on a regional level.
RCS-7.2 Ⓝ	Allow for public access to open space lands for recreation activities while protecting and restoring the natural ecosystem and minimizing environmental damage as appropriate.
RCS-7.3 Ⓡ	Through the development review process, ensure that new development minimizes the impact of development on wildlife movement and habitat connectivity.
RCS-8.0 Ⓔ	**Continue to provide parkland to effectively serve the recreational needs of the community.**
RCS-8.1 Ⓡ	Develop a needs analysis in conjunction with the Parks and Recreation Commission, citizens, organizations, volunteer groups, and community partners to identify and provide needed park, recreation, trail, and open space amenities that address changes in the City's population and demographics.
RCS-8.2 Ⓡ	Maintain a program for acquisition and/or development of identified parkland property and facilities that includes a variety of funding or acquisition methods.
RCS-8.3 Ⓡ	Give priority to acquiring and developing parks and recreational facilities in areas with the greatest need.
RCS-8.4 Ⓔ	Collaborate with San Diego County on the portion of Guajome Regional Park within Vista's boundaries, including the Antique Gas and Steam Engine Museum, and ensure the preservation and support of this valuable resource.
RCS-8.5 Ⓔ	Consider the use of publicly owned land such as flood control projects, excess right-of-way, and other public lands for the development of new public parks, recreational facilities, and trails.
RCS-9.0 Ⓔ	**Continue to provide and maintain recreational facilities and programs that serve the needs and enjoyment of residents.**
RCS-9.1 Ⓡ	Provide a range of high quality and diverse recreational facilities programming to serve the needs of all Vista's residents, including children, teens, adults, senior adults, families, and persons with disabilities. Pursue funding opportunities to support program diversity when available.
RCS-9.2 Ⓔ	Continue to encourage privately owned recreation facilities that create minimal neighborhood disruption, provide ample parking, and have adequate support facilities.
RCS-9.3 Ⓔ	Operate the McClellan Senior Center and expand current services to accommodate any increase in the senior population.
RCS-9.4 Ⓡ	Support and continue to make necessary investments in cultural arts facilities and expand programming, including performances, concerts, and special annual events.
RCS-9.5 Ⓝ	Evaluate the modernization of the Wave Waterpark facility.
RCS-9.6 Ⓡ	Operate and maintain community and recreation centers and expand offerings to provide high quality programs and activities, dependent on the availability of funding.
RCS-9.7 Ⓔ	Support the Alta Vista Botanical Gardens as a valuable passive recreational amenity.
RCS-9.8 Ⓔ	Develop and implement a master plan for Buena Vista Creek that includes the creation of a linear park along the creek from Brengle Terrance Park to Downtown Vista and enhancement of pedestrian and bicycle access, and trails.
RCS-10.0 Ⓡ	**Continue to preserve and protect places, buildings, and objects that embody the City's social, cultural, commercial, architectural, and agricultural history.**
RCS-10.1 Ⓔ	Continue to utilize historical resources, such as the Rancho Buena Vista Adobe, for school programs, community education, and events; and coordinate programming with other historic sites.

RCS-10.2 (E)	Continue to preserve Vista's historic adobes and nationally registered and significant historic buildings, such as the Rancho Guajome Adobe and the Braun House. Consider national and local historic designations for eligible City -owned properties.
RCS-10.3 (R)	Consult with local tribes on the protection of significant archeological features and projects requiring discretionary City approval.
RCS-10.4 (N)	Support the protection of existing farms to continue their operations as agricultural areas transition to urban uses and encourage new farms both in the rural and urban areas. Utilize urban farms as an opportunity to improve public health, recreation, and social interaction.
RCS-11.0 (E)	**Recognize the potential for paleontological resources and provide for mitigation programs to ensure collection and salvage of fossil materials.**
RCS-11.1 (R)	Require pre- construction meetings prior to grading and monitor during construction, including requiring monitoring of excavation operations and salvage programs, as needed.
RCS-12.0 (E)	**Promote efficient and sustainable use of energy resources through conservation, demand - reduction activities, and alternative energy sources.**
RCS-12.1 (E)	Continue to target local funds, including grants and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features
RCS-12.2 (R)	Encourage retrofits for existing commercial and industrial/business park uses and encourage major renovations to exceed energy efficiency requirements.
RCS-12.3 (R)	Prepare and implement a comprehensive plan to improve the energy efficiency of municipal facilities and conserve electricity and natural gas and encourage any newly constructed, purchased, or leased municipal space to meet minimum energy efficiency standards as appropriate.
RCS-12.4 (E)	Create a Capital Reinvestment Fund to provide capital for future energy efficiency improvements from ongoing energy efficiency savings.
RCS-12.5 (E)	Implement a training program for City staff to support the City's goal of reducing GHG emissions from municipal facilities and operations, including energy efficiency training to engineering, building operations, and facility maintenance staff; and energy conservation for all City employees.
RCS-12.6 (R)	Require adherence to the California Green Building Code.
RCS-12.7 (R)	Promote alternative energy development by continuing membership in Clean Energy Alliance, the City's community choice energy program.
RCS-12.8 (E)	Provide, where possible, incentives for renewable energy projects (e.g., reduced fees and expedited permit processing), creative financing (e.g., subsidized or other low-interest loans and/or the option to pay for system installation through long-term assessments on individual property tax bills), as well as other support for community members or developers seeking funding for such projects.
RCS-12.9 (E)	Support SDG&E and CEA in the location of new or expanded service facilities where appropriate, and support maintenance and operational activities through coordinated efforts with SDG &E staff and contractors.
RCS-13.0 (E)	**Reduce the amount of solid waste generated and diverted to landfills.**
RCS-13.1 (R)	Conduct education and outreach to residents and businesses regarding organic waste reuse and promote organic waste reuse to produce compost and/or biofuel from the maximum amount of organic waste generated within the City as possible.
RCS-13.2 (E)	Increase asphalt recycling and the use of recycled asphalt and cement in the new development, rehabilitation, or reconstruction of public facilities.
RCS-13.3 (R)	Encourage the community through the use of public education programs and City demonstration projects to produce less waste by reducing, reusing, and recycling.

CHAPTER 5

Healthy Vista Element



5 Healthy Vista

A healthy community is one that continually supports a high quality of life and productivity for all members. Many conditions impact a community's ability to facilitate a healthy life. Policies and decisions at the local level have both a direct and indirect impact on the quality of a community's built, natural, and social environments, which influence the opportunities for residents to make appropriate choices necessary for good health. The impact of the built environment on health, equity, and diversity outcomes has become clearer, revealing strong correlations between good design and community health benefits.

Recognizing the link between environmental justice and community health, Vista 2050 integrates these priorities to maximize equitable outcomes for all residents. The Healthy Vista Element includes a focus on environmental justice, addressing the disproportionate impacts that certain neighborhoods face due to environmental hazards and unequal access to resources. By prioritizing environmental justice, Vista 2050 seeks to create a more inclusive and resilient community, where everyone has the opportunity to live in a healthy environment.

Community health can be improved through changes to the built environment. Land use patterns and densities have a direct impact on the ways that humans interact with their community and have a significant influence on opportunities for healthful choices. The Land Use & Community Identity Element and Circulation & Mobility Element address the design of buildings, land uses, roads, trails, and parks to promote physical activity, support community health, and enhance social well-being. The Housing Element ensures a variety of housing to meet the diverse socio-economic needs of Vista's residents. The Resource Conservation, Open Space & Sustainability Element includes goals and policies to reduce exposure to unhealthful and harmful pollutants and to protect other natural resources, such as water quality, open space, agriculture, and passive recreation.

State law does not mandate that local governments address public health in general plans. However, the City of Vista recognizes its role and values the importance of a healthy community and seeks to repair the disparities and vulnerabilities that exist today. Through Vista 2050's vision and the Healthy Vista Element, the City fortifies a strong commitment to expanding the opportunities to improve the quality of life and productivity for all who live, work, and play in Vista. The purpose of the Healthy Vista Element is to complement the other Elements and confirm a focused strategy for improving overall community health and addressing health disparities.

Assessing Health Conditions in Vista

Chronic diseases, such as heart disease, cancer, and cerebrovascular diseases (including hypertension and stroke), remain the leading causes of death and disability in the United States. According to the Centers for Disease Control and Prevention (CDC), chronic diseases account for 60 percent of all deaths in the U.S. and cause major limitations in daily living for approximately one in four Americans. Despite significant advances in medicine, the incidence of chronic diseases has continued to rise. For example, the prevalence of Type 2 diabetes has more than doubled since 1980, and the asthma rate among children has increased significantly. Obesity, a major public health challenge linked to many chronic diseases, has seen rates for adults double and rates for children triple since 1980. Today, more than 42 percent of adults and 19 percent of children are considered obese. The CDC notes that American society has become "obesogenic," characterized by environments that promote increased food intake, unhealthy foods, and physical inactivity.



Chronic diseases account for the majority of leading causes of death in the North Coastal Region of San Diego County, which includes Vista. According to the San Diego County Health & Human Services Agency, the top ten leading causes of death in the North Coastal Region of San Diego County in 2022 were as follows:[1]

1. Cancer
2. Heart Disease
3. Accidents
4. Cerebrovascular Diseases (Hypertension, Stroke)
5. Alzheimer's Disease
6. COVID-19
7. Chronic Lower Respiratory Diseases
8. Diabetes
9. Parkinson's Disease
10. Chronic Liver Disease/Cirrhosis

Community Health Indicators

Healthy People 2030, coordinated by the U.S. Department of Health and Human Services, is a set of specific and measurable health objectives aimed at achieving two key goals:[2]

- Increasing the quality and years of healthy life.
- Eliminating health disparities.

Building on over three decades of federal initiatives, Healthy People 2030 has identified ten leading health indicators and provides 355 core objectives in 42 focus areas, with ten-year targets to support its overarching goals. The ten leading health indicators include physical activity, nutrition and overweight/obesity, tobacco use, substance abuse, responsible sexual behavior, mental health, injury and violence, environmental quality, immunization, and access to health care. These indicators are intended to guide states, counties, cities, and organizations in developing programs to improve community health through local implementation.

The City of Vista will collaborate with community partners who choose to develop health indicators and procedures for systematically tracking community health information. This will enable Vista to measure its progress in reducing chronic and preventable diseases and improving overall community health and

1 San Diego County. (2022). 2011-2022 Leading Causes of Death – HHSA Region.
2 Office of Disease Prevention and Health Promotion. (2020). Healthy People 2030.

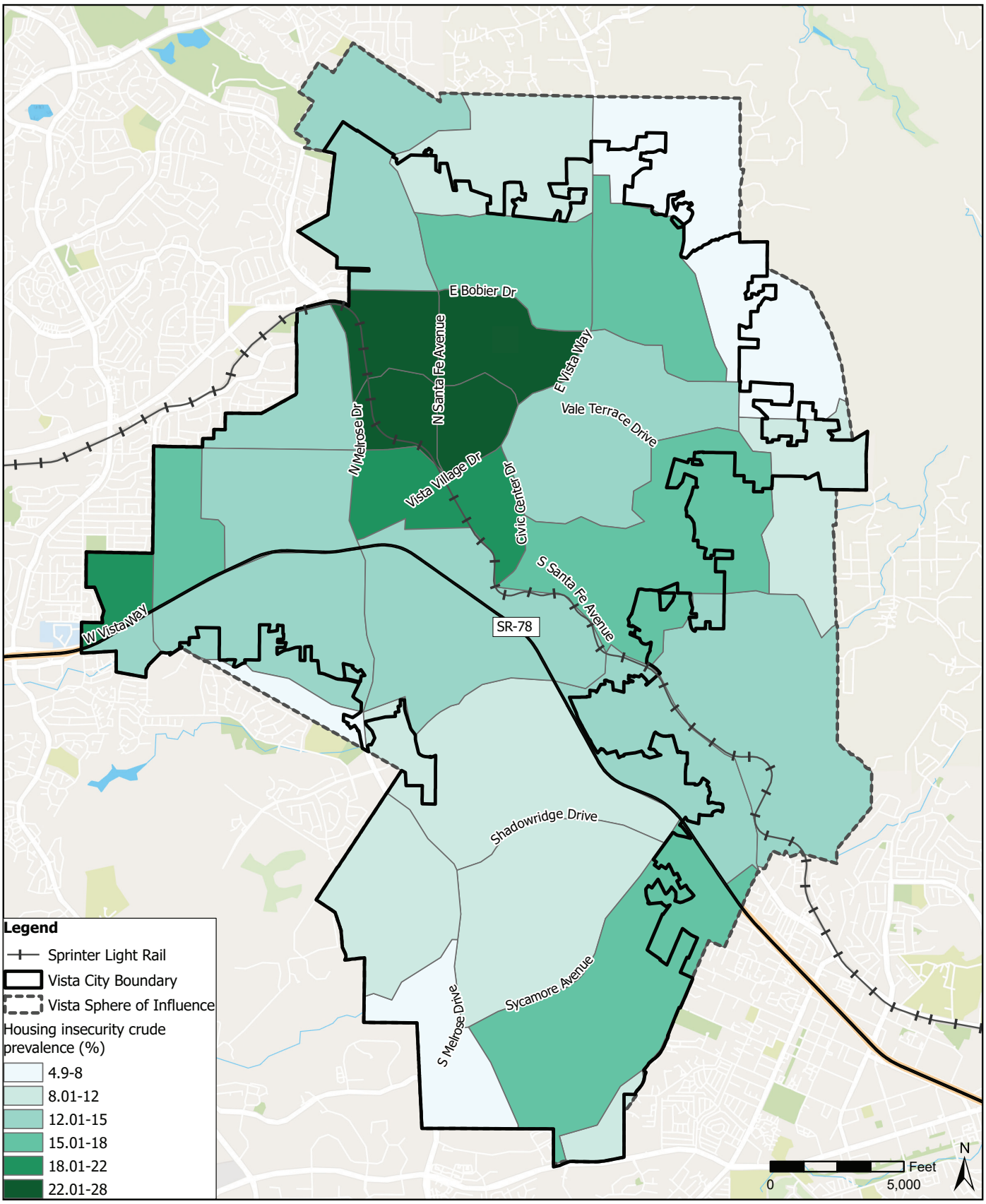
well-being within the context of other jurisdictions in San Diego County, California, and the United States.

Community Health Disparities

Health inequities in urban areas are influenced by numerous factors, including, but not limited to natural and built environments, development patterns, air pollution, access to open space, social and economic development, food security, housing security, and household income. Urban health disparities are often interconnected and disproportionately burden communities most affected by patterns of geographical, social, and economic inequities within a region. Understanding trends of health disparities within a city or county is vital to facilitate the development of programs or policies aimed at reversing health inequities. Data surrounding community health topics such as prevalence of obesity or heart disease by census tract is available from the Center of Disease Control (CDC) PLACES index, which is a collaborative effort between the CDC, Robert Wood Johnson Foundation, and the CDC Foundation that provides model-based, population-level analysis and community estimates of health measures to all counties, places, census tracts, and ZIP Code Tabulation Areas (ZCTAs) across the United States. Using the information from the CDC, the City can identify neighborhoods particularly impacted by various health indicators to work with community partners to improve overall health and well-being. Figures HV-1 through HV-4 display the health indicators of housing insecurity, barriers to transportation, food insecurity, and health insurance access compared between census tracts within Vista using the CDC data. Based on these figures, the census tracts just north of Downtown along North Santa Fe Avenue face greater occurrences of health inequities largely disproportionate to other communities in Vista and Vista's SOI. Other census tracts that consistently face community health disparities include the tracts which encompass Downtown, south of Downtown along South Santa Fe, the western boundary of the City, and the southeast boundary of the City. Concentrating community health efforts in these areas which are repeatedly burdened with health inequities will work to reverse the disparities between neighborhoods and strengthen overall community health, well-being, and resilience.

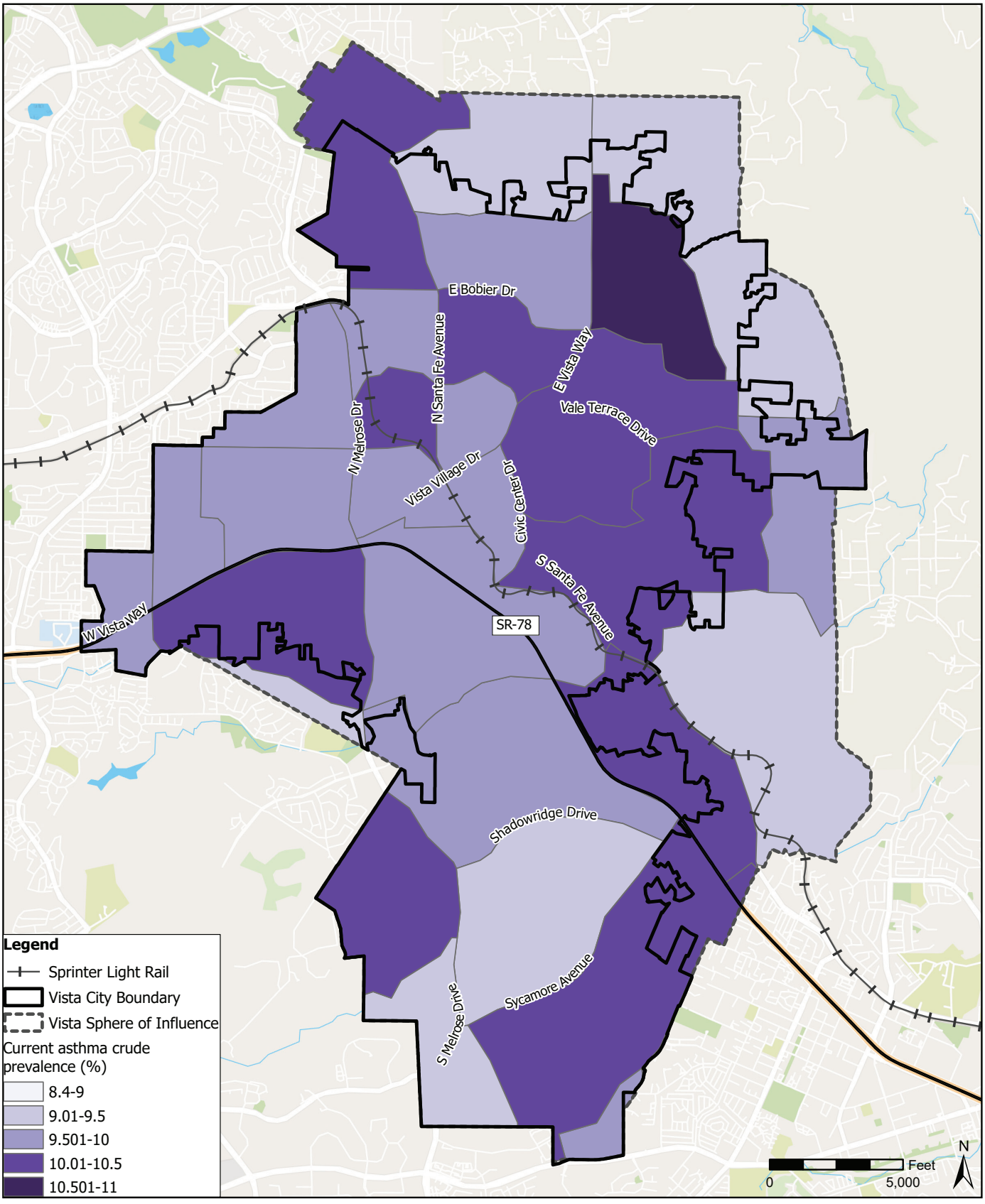


Figure HV-1: Housing Insecurity Prevalence by Census Tract



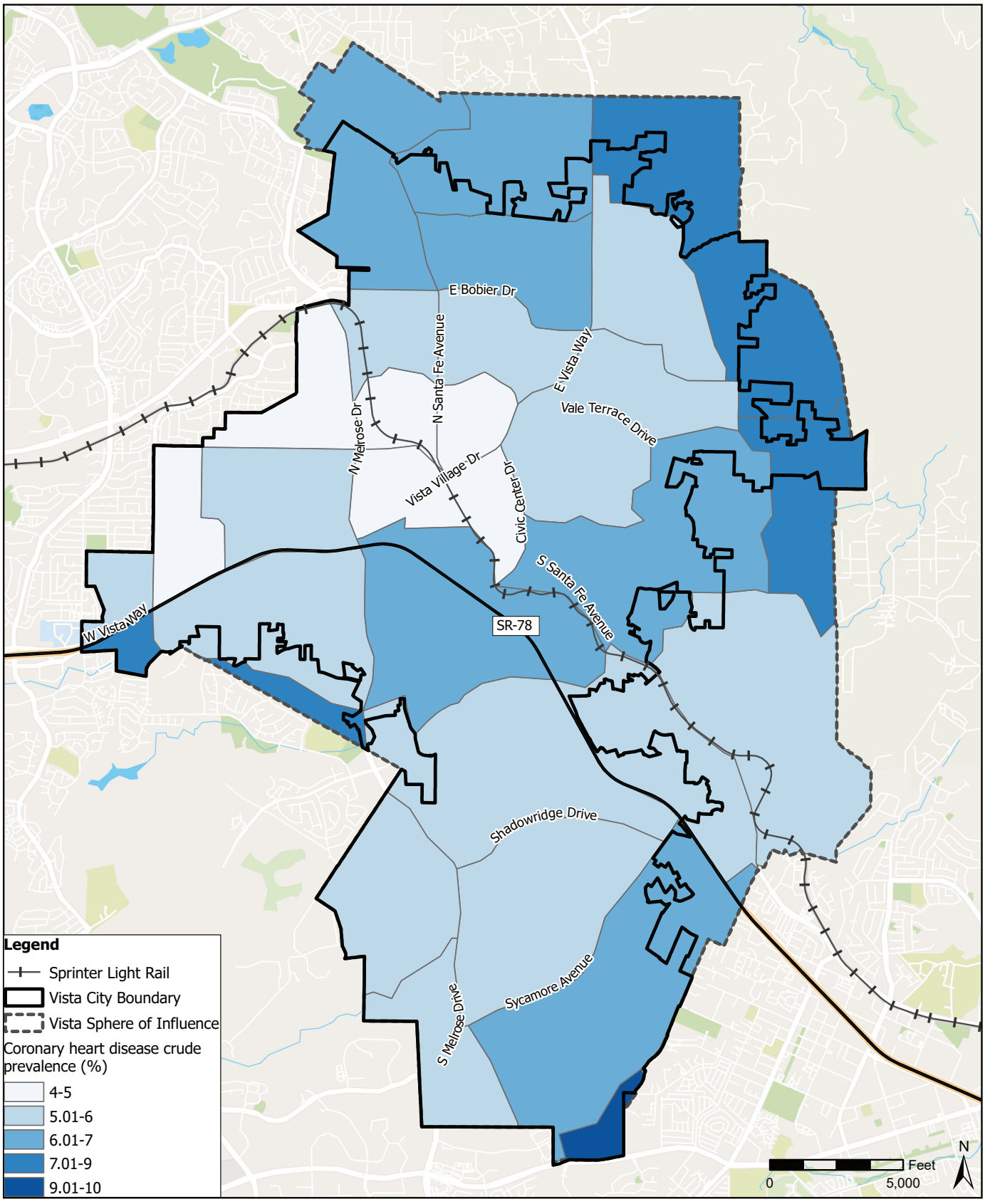
Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

Figure HV-2: Asthma Prevalence by Census Tract



Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

Figure HV-3: Heart Disease Prevalence by Census Tract



Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

Healthy Mobility

Access to safe and efficient mobility options is essential for promoting a healthy and active community in the City of Vista. The overreliance on car travel has not only contributed to traffic congestion and air pollution, but has also limited opportunities for residents to engage in healthy physical activities, such as walking, biking, and using public transit. Recognizing the critical link between mobility and community health, Vista is committed to enhancing its bike, pedestrian, and transit facilities to create a more connected and active city.

By improving infrastructure for cyclists and pedestrians, and expanding public transit options, the City aims to reduce dependency on cars, encouraging residents to incorporate more physical activity into their daily routines. Safe and accessible bike lanes, well-maintained sidewalks, and reliable public transit systems offer residents the freedom to choose healthier, more sustainable modes of transportation. This not only supports physical well-being but also fosters social interactions and strengthens community ties as people move through shared spaces.

While Healthy Vista recognizes that reducing car dependency and increasing access to active transportation options helps to improve overall community health, healthy mobility is intricately connected to many Elements of Vista 2050. The Land Use and Community Identity Element promotes mixed-use developments and higher-density housing near transit hubs, making it easier for residents to live, work, and play without relying on cars. The Mobility Element directly addresses the need for a comprehensive transportation network that prioritizes active transportation and public transit.

Public Space

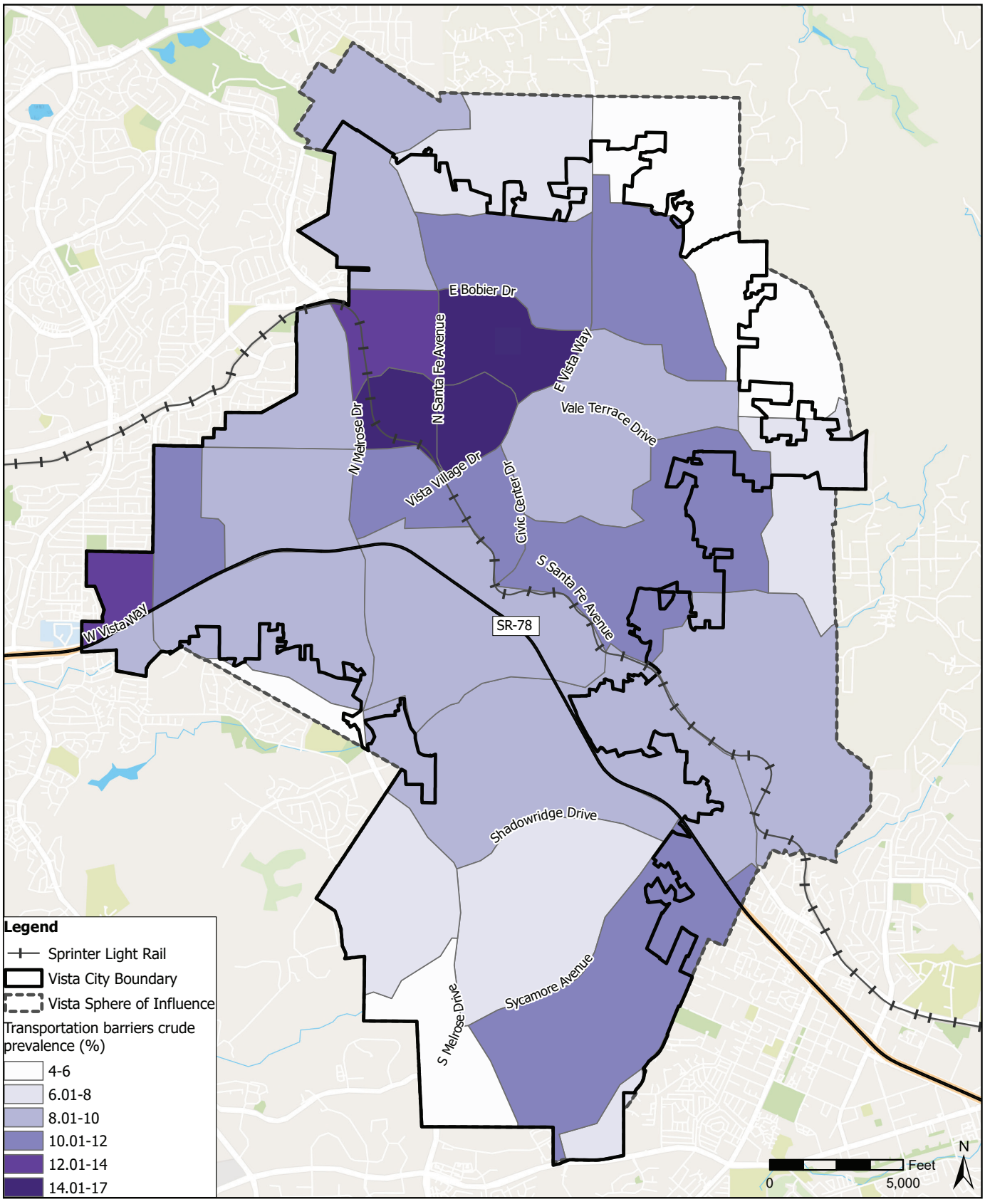
Public spaces are the heart of a healthy community, offering places where residents can connect, engage in physical activity, and enjoy the natural environment. Access to well-designed open spaces, parks, trails, and social gathering areas not only encourages active lifestyles but also fosters social interaction and a sense of belonging, which are essential to the well-being of residents.

Vista is home to an array of public spaces that serve as critical assets for community health including parks and recreation spaces. There are 340 acres of City and County owned parks within Vista, which are comprised of 24 parks and five recreational facilities. These parks are equipped with sports fields, playgrounds, picnic areas, and open spaces that cater to a variety of interests and age groups. Additionally, Vista's extensive trail network offers residents the chance to engage in walking, jogging, cycling, and other outdoor activities while enjoying the city's scenic beauty. These trails connect neighborhoods, parks, and natural areas, making it easy for residents to incorporate physical activity into their daily routines. Active recreational open spaces in Vista also play a significant role in enhancing community health. These spaces help combat sedentary lifestyles and contribute to the overall physical and mental health of the community.

Public spaces in Vista are also important social hubs where residents can gather, celebrate, and build connections. Community centers, plazas, and other social gathering places host a variety of events, from cultural festivals to community meetings, fostering a strong sense of community identity and cohesion. These spaces are designed to be inclusive and accessible, ensuring that all residents, regardless of age, ability, or socioeconomic status, can participate in and benefit from the social and recreational opportunities they offer.



Figure HV-4: Transportation Barriers Prevalence by Census Tract



Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

5.1 Community-Based Approach to Health and Wellness

The built environment, access to services, and community structure are key factors that influence individual and community health and wellness. This includes having access to parks and recreational facilities, education, community centers, and transportation. It also includes residents' living and working conditions, such as housing, access to food, employment, and environmental quality. And finally, social, economic, and political factors such as poverty, racism, social cohesion, and political participation can also impact community health and wellness.

This demonstrates the importance of taking a holistic, community-based approach to improving public health and working with community partners to make public health and wellness priorities for the community. Local engagement, equity, and proactive policymaking is critical to creating a supportive and health-oriented environment.

HV-1.0 Work with community partners to improve the overall health and well-being of Vistans.

HV-1.1 - Participate in regional and/or county collaborative health and wellness initiatives, such as the Healthy People 2020 Initiative for San Diego County, Call to Action for Childhood Obesity, San Diego County), Walk San Diego, Vista Community Clinic and/or other initiatives.

HV-1.2 - Encourage the establishment of tobacco free outdoor spaces.

HV-1.3 - Pursue opportunities for new funding sources to enhance funding of alcohol and illegal cannabis related enforcement, prevention, and training efforts.

HV-1.4 - Map and promote Safe Routes to School within the City.

5.2 Community Food Security

Vista aims to promote a healthier community by increasing food security, making fresh, nutritious, culturally appropriate food accessible and affordable to all residents. This section outlines goals and policies aimed at increasing access to healthful food choices and opportunities to make healthy decisions. These include providing adequate access to grocery stores and fresh produce, facilitating the establishment of neighborhood grocery stores, discouraging the proliferation of liquor stores and establishments lacking healthy options, encouraging community gardens and farmers' markets, and supporting community health programs that educate residents on healthy meal choices and preparation. Grocery stores are featured in HV-5. Information regarding food insecurity prevalence in Vista is available from the (CDC) and is displayed in Figure HV-6. Figure HV-5 and HV-6 can be utilized by the City to facilitate a targeted approach to increasing food security equitably.

HV-2.0 Increase community food security, which makes fresh produce and other safe, nutritionally sound, culturally appropriate food available, accessible, and affordable to all residents.

HV-2.1 - Encourage, support, and identify sites for the creation and operation of community gardens, urban farms, and other small scale agricultural operations, especially in neighborhoods that do not have convenient access to grocery stores.

HV-2.2 - Consider setting a community garden goal or standard for Vista.

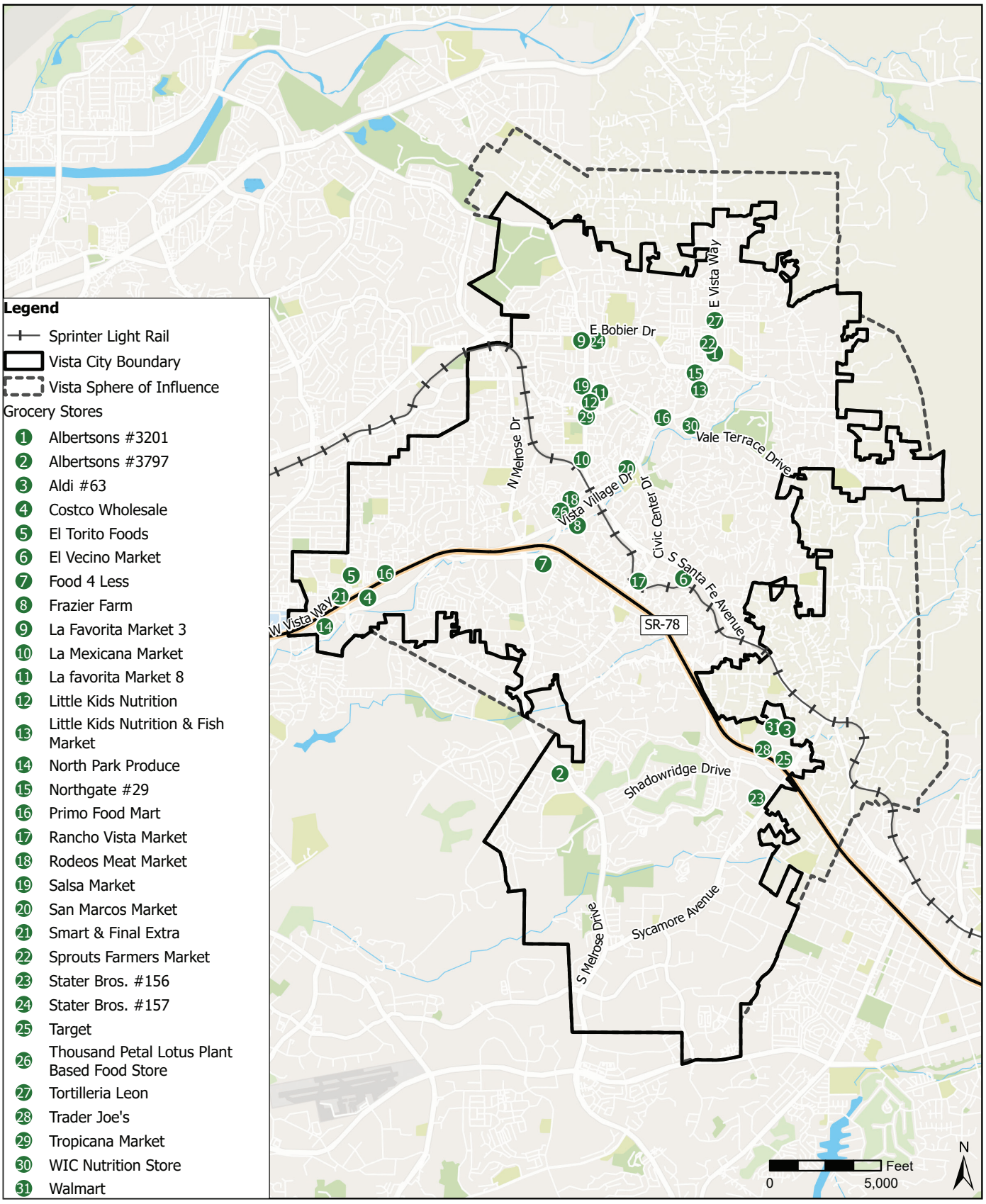
HV-2.3 - Support the continued weekly operation of the farmers' market in the city.

HV-2.4 - Support community health programs, and provide continuing education, to educate residents regarding simple, healthy meal choices and preparation.

HV-2.5 - Enhance and expand the food service programs offered through the Senior Center to other parts of the community.

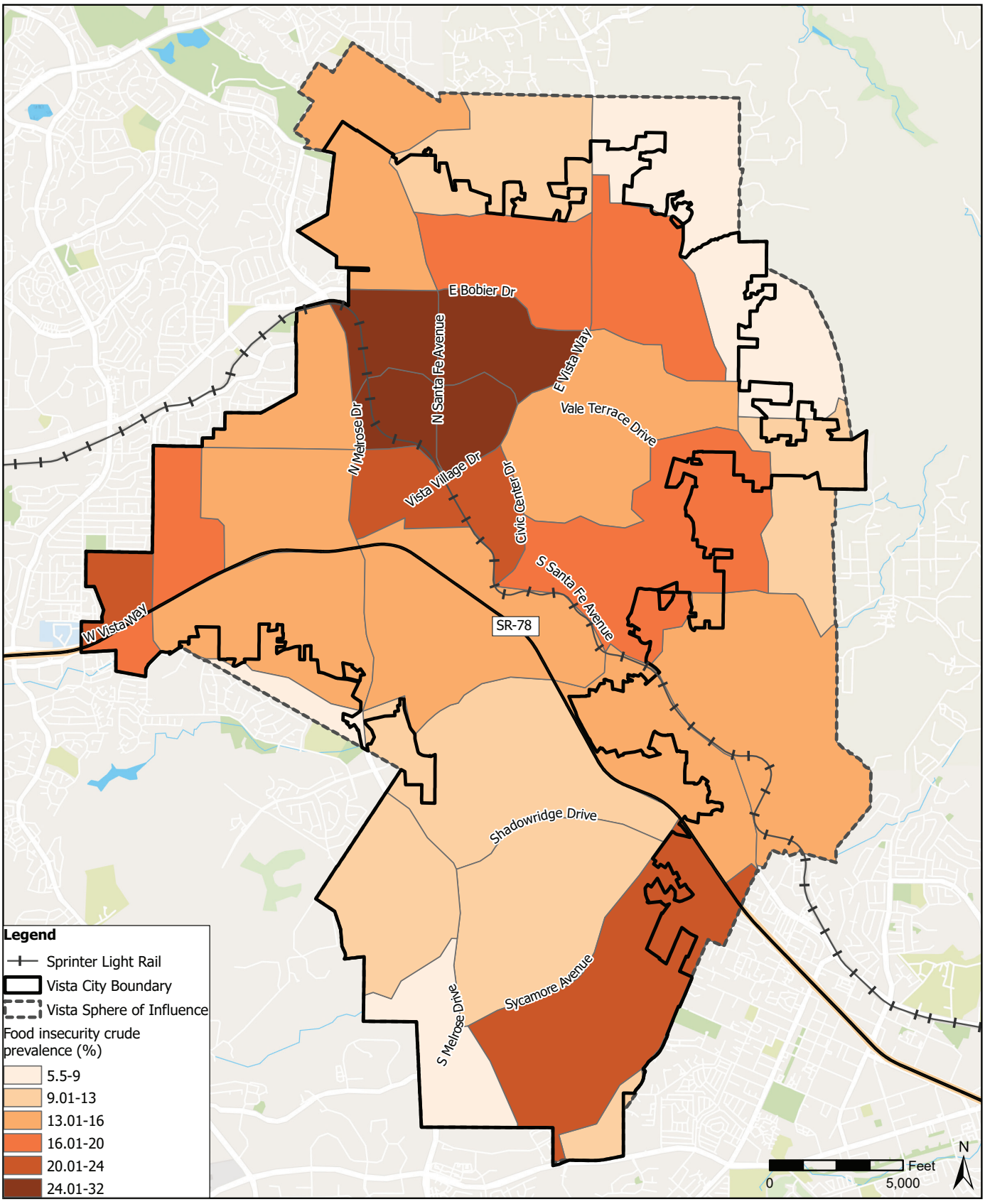
HV-2.6 - Analyze applications for approvals of new liquor and convenience stores in areas with an existing high concentration of such stores for compatibility and safety.

Figure HV-5: Locations of Grocery Stores in Vista



Source: Esri, USGS, SanGIS, City of Vista

Figure HV-6: Food Insecurity Prevalence by Census Tract



Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

5.3 Healthcare

Access to healthcare significantly impacts the health of individuals and the community. Factors such as the location of healthcare facilities, transportation, awareness of services, insurance availability, language barriers, and personal physician preferences all influence access. While Vista does not have a hospital, the nearby Tri-City Medical Center and Vista Community Clinic (VCC) provide essential medical and mental health services. Community feedback highlighted the need for healthcare facilities closer to neighborhoods and improved transportation to existing ones. Although some factors are beyond the City's control, the Healthy Vista Element includes goals and policies to encourage better access to quality healthcare and medical and mental health services, addressing barriers and supporting community health needs.

HV-3.0 Encourage and support adequate access to quality healthcare and medical and mental health services.

HV-3.1 - Evaluate the sufficiency of health care facilities and health-related services, like the community clinic within or near Vista.

HV-3.2 - Support State licensed residential care programs and facilities that support people in recovery and their families.

HV-3.3 - Encourage health care providers to locate along transit corridors to facilitate access to health care for transit-dependent members of the community.

HV-3.4 - Continue to provide and enhance access to care and services through City programs and services for all residents.

5.4 Community Cohesion

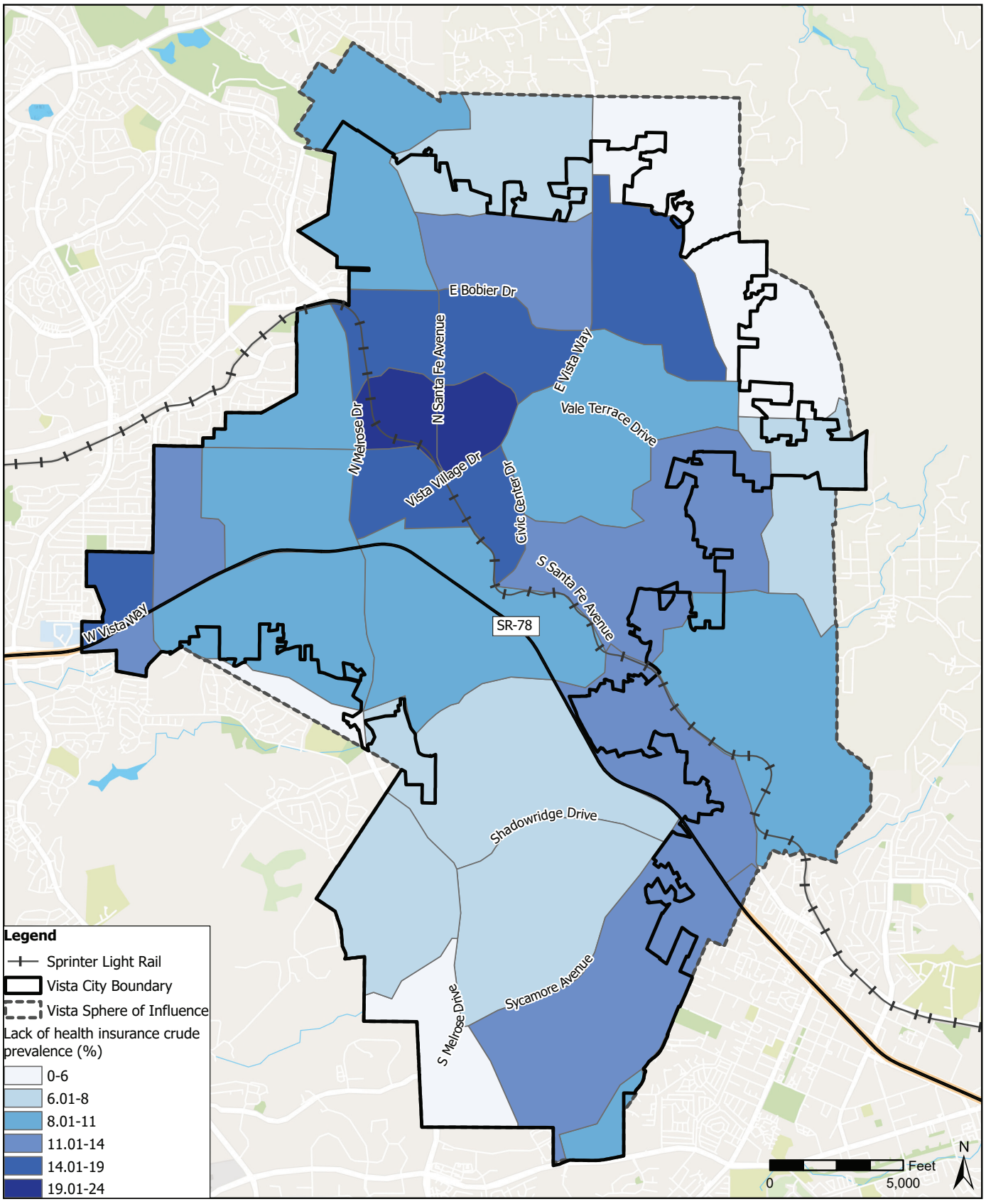
Social cohesion fosters a sense of trust, belonging, and mutual respect within a community and is considered a determinant of health. An absence of community cohesion can lead to higher rates of chronic disease and negatively impact mental health and wellbeing. Opportunities for social interaction at all levels including individual, neighborhood, and citywide work are necessary to support community cohesion and contribute to satisfaction with and connection to the community.

5.4.1 Diverse Needs of Citizens

Vista is a culturally, ethnically, and socio-economically diverse community, and its demographics are projected to continue to change. An estimated 45 percent of Vista's population identifies as Hispanic, the largest of any race/ethnic group represented. The City of Vista has a slightly higher percentage of Hispanic population, compared to the County at 32.8 percent. SANDAG's Series 14 Forecast projects that people aged 70-80 years old and above will see the largest growth between 2020-2050, while people ages 0-29 years old will see a large decrease in population. The changing demographics in Vista are an important component informing the City's plans for future service delivery and programming and infrastructure development.



Figure HV-7: Health Insurance Insecurity Prevalence by Census Tract



Source: Esri, CDC (2023), USGS, SanGIS, City of Vista

HV-4.0 Understand and support the needs of the City' s diverse population.

HV-4.1- Ensure that City decisions consider and accommodate the diverse needs of its residents.

HV-4.2 - Examine racial, ethnic, and socio-economic disparities in access to healthful foods, physical activity facilities, healthcare, and/or other resources related to health and wellness and develop strategies to address these inequities.

5.4.2 Civic Engagement and Involvement

The City of Vista deeply values the voices of its residents, recognizing that a truly vibrant and thriving community is built on active participation and engagement from everyone. By encouraging residents to take a role in shaping the future of their city, Vista fosters a sense of ownership and pride among its citizens. Our community's decision-making framework is strengthened when residents are engaged. By championing civic engagement and involvement, Vista is committed to building a future where every resident can make a meaningful impact, ensuring a more inclusive, equitable, and connected community for generations to come.

HV-5.0 Promote understanding of City government and encourage active civic involvement in the community's decision-making process.

HV-5.1 - Encourage community members to participate on City commissions, boards, committees, and other advisory groups, and volunteer.

HV-5.2 - Continue to provide the Vista Citizens Leadership Academy and reach out to those who may not typically get involved in civic activities.

HV-5.3 - Improve access to local government and participation in the civic and political process for persons with language, physical, or other barriers.

HV-5.4 - Develop an outreach program in coordination with any other interested public agencies or non - governmental organizations to facilitate public participation in the municipal planning and decision-making process.

5.4.3 Public Art and Enrichment Opportunities

Public art, festivals, community events, and other methods to celebrate Vista's rich history and culture also contribute to a healthy community. Vista is considered to be an active art community attractive to authors, artists, musicians, and thespians. Public art helps to create a sense of community pride and identity by illustrating what already exists in the city.

Vistans place considerable value on the arts, as evidenced by the City's Public Arts Commission's success in promoting and supporting public display and appreciation of art in Vista. In addition to murals and sculpture, the City boasts several galleries and performing art venues.

HV-6.0 Support opportunities for public art and cultural enrichment.

HV-6.1- Support and provide opportunities for residents to participate in festivals and community events that celebrate Vista's cultural diversity and heritage.

HV-6.2 - Encourage the inclusion of public art, such as murals and sculpture, into private and public projects throughout the City.

HV-6.3 - Continue to engage and involve the public in creating public art, identifying ideas for it, how it can be integrated into community life, and places to display it.

HV-6.4 - Consider adoption of a fee structure for new development for the purpose of funding public art projects within the community.



5.5 Environmental Justice

The Environmental Justice section of the Vista 2050 embodies a commitment to fostering a community where every resident enjoys equal access to a healthy, vibrant, and sustainable environment. By addressing and rectifying disparities in environmental risks and benefits, this section ensures that marginalized and underserved communities are no longer disproportionately burdened by pollution, inadequate infrastructure, or limited access to green spaces. Vista 2050 embraces the principles of fairness and equity, integrating them into every aspect of planning and development to protect the health and well-being of all community members.

Senate Bill 1000 (SB 1000), enacted in 2016 as the Planning for Healthy Communities Act, mandates the inclusion of environmental justice in California's local planning processes. The law requires cities and counties to integrate environmental justice goals into their General Plans, particularly when updating two or more elements concurrently. SB 1000 elevated the importance of social equity and environmental justice within the planning process, addressing critical aspects of quality of life.

Environmental Justice in Vista is not confined to a single section of the General Plan; it is a guiding principle that permeates multiple Elements of Vista 2050. The Healthy Vista Element addresses environmental justice by focusing on reducing health disparities and promoting wellness across all communities. The Land Use and Community Identity Element and the Circulation and Mobility Element prioritize equitable access to resources and opportunities, ensuring that all residents benefit from thoughtful land use and transportation planning. Additionally, the Safety Element incorporates environmental justice by addressing wildfire risks and other hazards, particularly in vulnerable areas, as outlined in Senate Bill 1241.

Using the Office of Environmental Health Hazard Assessment's (OEHHA) CalEnviroScreen 4.0, it is noted that the City of Vista does not contain any census tracts with a combined score of 75 percent or higher, indicating a lower level of cumulative environmental burden compared to other areas in the state and therefore not mandated to prepare an Environmental Justice Element. However, Vista acknowledges that disadvantaged communities may be identified through other means, using community-specific data based on geographic, socioeconomic, public health, and environmental hazard criteria. This broader perspective ensures that all communities, particularly those that may not be immediately apparent through standard metrics, are considered in planning decisions.

Vista 2050's commitment to Environmental Justice is a declaration of its dedication to building a resilient and just environment for every resident. By integrating these principles across various Elements of Vista 2050, Vista ensures that the benefits of growth and development are shared equitably and that the city continues to thrive as a community of opportunity, where every voice is heard, and every resident is valued.

HV-7.0 Reduce the emission of criteria pollutants and greenhouse gases from mobile sources, particularly in identified disadvantaged communities.

HV-7.1 - The City shall require new development with sensitive uses located adjacent to residential neighborhoods be designed with consideration of site and building orientation, location of trees, and incorporation of ventilation and filtration to lessen any potential health risks.

HV-7.2 - Require projects that generate potentially significant levels of air pollutants and/or GHGs prepare a health risk assessment.

HV-7.3 - Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions to reduce the adverse health effects of hazardous materials, industrial activity and other undesirable land uses, on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

HV-7.4 - Concentrate commercial, mixed-use, and medium to high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.

HV-7.5 - Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life.

HV-7.6 - Ensure adequate buffers or noise mitigation measures between sensitive uses. Sensitive uses include residential units and major noise polluters such as roadways, railroads, and heavy industry.

HV-8.0 Promote safe and sanitary homes in disadvantaged communities.

HV-8.1 – Encourage the development of affordable housing and diverse housing stock.

HV-8.2 – Identify housing-insecure communities in Vista and residential-zoned vacant lots to target residential development.

HV-8.3 - Continue to use CDBG funds to assist low- and moderate-income individuals in improving the health and safety conditions of their homes through the rehabilitation of owner-occupied and mobile homes, maintenance of affordable housing through the Mobile Home Assistance Program, and implementation of capital projects that focus on sites for shelters.

HV-8.4 – Support City policies and programs that protect existing residents from displacement.

HV-8.5 - Connect lower-income residents with affordable homeownership and rental opportunities.

HV-9.0 Safe and equitable access to public amenities.

HV-9.1 - Provide safe places for teens to socialize and participate in recreation activities.

HV-9.2 - Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

HV-9.3 - Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.

HV-9.4 - Apply resources to meet parks, recreation, and open space needs in underserved areas of the city, prioritizing lower income and higher density areas, which may have a demonstrably greater need for these amenities.

HV-9.5 - Encourage economic and racial integration, fair housing opportunity, and the elimination of discrimination.

HV-9.6 - Provide widespread access to diverse employment and training opportunities and strive to increase job growth, particularly jobs that provide self-sufficient wages and health care benefits, to allow the community to broadly share in the region's prosperity.



Table HV-1: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

HV- 1.0 (E)	**Work with community partners to improve the overall health and well-being of Vistans.**
HV- 1.1 (R)	Participate in regional and/or county collaborative health and wellness initiatives, such as the Healthy People 2020 Initiative for San Diego County, Call to Action for Childhood Obesity, San Diego County), Walk San Diego, Vista Community Clinic and/or other initiatives.
HV- 1.2 (R)	Encourage the establishment of tobacco free outdoor spaces.
HV-1.3 (R)	Pursue opportunities for new funding sources to enhance funding of alcohol and cannabis related enforcement, prevention, and training efforts.
HV-1.4 (E)	Map and promote Safe Routes to School within the City.
HV-2.0 (E)	**Increase community food security, which makes fresh produce and other safe, nutritionally sound, culturally appropriate food available, accessible, and affordable to all residents.**
HV-2.1 (R)	Encourage, support and identify sites for the creation and operation of community gardens, urban farms, and other small scale agricultural operations, especially in neighborhoods that do not have convenient access to grocery stores.
HV-2.2 (R)	Consider setting a community garden goal or standard for Vista.
HV-2.3 (E)	Support the continued weekly operation of the farmers' market in the city.
HV-2.4 (R)	Support community health programs, and provide continuing education, to educate residents regarding simple, healthy meal choices and preparation.
HV-2.5 (N)	Enhance and expand the food service programs offered through the Senior Center to other parts of the community
HV-2.6 (N)	Analyze applications for approvals of new liquor and convenience stores in areas with an existing high concentration of such stores for compatibility and safety.
HV-3.0 (E)	**Encourage and support adequate access to quality healthcare and medical and mental health services.**
HV-3.1 (R)	Evaluate the sufficiency of health care facilities and health-related services, like the community clinic within or near Vista.
HV-3.2 (R)	Support State licensed residential care programs and facilities that support people in recovery and their families.
HV-3.3 (E)	Encourage health care providers to locate along transit corridors to facilitate access to health care for transit - dependent members of the community.
HV-3.4 (R)	Require vegetative buffers along the margins of water bodies based on scientific analysis of the existing site conditions by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.
HV-4.0 (E)	**Understand and support the needs of the City's diverse population.**
HV-4.1 (R)	Ensure that City decisions consider and accommodate the diverse needs of its residents.

HV-4.2 (E)	Examine racial, ethnic, and socio-economic disparities in access to healthful foods, physical activity facilities, healthcare, and/or other resources related to health and wellness and develop strategies to address these inequities.
HV-5.0 (R)	**Promote understanding of City government and encourage active civic involvement in the community's decision-making process.**
HV-5.1 (E)	Encourage community members to participate on City commissions, boards, committees, and other advisory groups, and volunteer.
HV-5.2 (E)	Continue to provide the Vista Citizens Leadership Academy and reach out to those who may not typically get involved in civic activities.
HV-5.3 (E)	Improve access to local government and participation in the civic and political process for persons with language, physical, or other barriers.
HV-5.4 (E)	Develop an outreach program in coordination with any other interested public agencies or non-governmental organizations to facilitate public participation in the municipal planning and decision-making process.
HV-6.0 (E)	**Support opportunities for public art and cultural enrichment.**
HV-6.1 (E)	Support and provide opportunities for residents to participate in festivals and community events that celebrate Vista's cultural diversity and heritage.
HV-6.2 (E)	Encourage the inclusion of public art, such as murals and sculpture, into private and public projects throughout the City.
HV-6.3 (E)	Continue to engage and involve the public in creating public art, identifying ideas for it, how it can be integrated into community life, and places to display it.
HV-6.4 (E)	Consider adoption of a fee structure for new development for the purpose of funding public art projects within the community.
HV-7.0 (N)	**Reduce the emission of criteria pollutants and greenhouse gases from mobile sources, particularly in identified disadvantaged communities.**
HV-7.1 (N)	The City shall require new development with sensitive uses located adjacent to residential neighborhoods be designed with consideration of site and building orientation, location of trees, and incorporation of ventilation and filtration to lessen any potential health risks.
HV-7.2 (N)	Require projects that generate potentially significant levels of air pollutants and/or GHGs prepare a health risk assessment.
HV-7.3 (N)	Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions to reduce the adverse health effects of hazardous materials, industrial activity and other undesirable land uses, on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.
HV-7.4 (N)	Concentrate commercial, mixed-use, and medium to high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.
HV-7.5 (N)	Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life.
HV-7.6 (N)	Ensure adequate buffers or noise mitigation measures between sensitive uses and major noise polluting uses. Sensitive uses include residential units and major noise polluters include high volume roadways, railroads, port, and other heavy industry.
HV-8.0 (N)	**Promote safe and sanitary homes in disadvantaged communities.**
HV-8.1 (N)	Encourage the development of affordable housing and diverse housing stock.

HV-8.2 Ⓝ	Identify housing-insecure communities in Vista and residential-zoned vacant lots to target residential development.
HV-8.3 Ⓝ	Continue to use CDBG funds to assist low- and moderate-income individuals in improving the health and safety conditions of their homes through the rehabilitation of owner-occupied and mobile homes, maintenance of affordable housing through the Mobile Home Assistance Program, and implementation of capital projects that focus on sites for shelters.
HV-8.4 Ⓝ	Support City policies and programs that protect existing residents from displacement.
HV-8.5 Ⓝ	Connect lower-income residents with affordable homeownership and rental opportunities
HV-9.0 Ⓝ	**Safe and equitable access to public amenities.**
HV-9.1 Ⓝ	Provide safe places for teens to socialize and participate in recreation activities.
HV-9.2 Ⓝ	Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.
HV-9.3 Ⓝ	Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.
HV-9.4 Ⓝ	Apply resources to meet parks, recreation, and open space needs in underserved areas of the city, prioritizing lower income and higher density areas, which may have a demonstrably greater need for these amenities.
HV-9.5 Ⓝ	Encourage economic and racial integration, fair housing opportunity, and the elimination of discrimination.
HV-9.6 Ⓝ	Provide widespread access to diverse employment and training opportunities and strive to increase job growth, particularly jobs that provide self-sufficient wages and health care benefits, to allow the community to broadly share in the region's prosperity.

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6

CHAPTER 6

Noise Element


VISTA VILLAGE
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STOP
395

6 Noise

The quality of life within Vista can be impacted by the level of noise and vibration experienced by those who live, work, and recreate there. It can exist as short-term nuisances such as construction power tools or permanent sources such as freeway noise and other mobile sources. The purpose of the Noise Element is to identify problems and noise sources threatening community safety and comfort, and to establish policies and programs that will limit the community's exposure to excessive noise levels. Additionally, information in this Element discusses stationary and mobile sources of noise, land use and noise compatibility, and general community noise concerns as well as provides guidance to protect Vista residents from excessive noise.

Table NOI-1: Noise Terminology

Noise	An unwanted sound, measured in level or amplitude (dB) or frequency of pitch (Hz)
Vibration	Oscillary motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration
Hz	Hertz
dB	Decibels
dBA	A-weighted decibel scale, respective to the frequencies a human ear can hear
L_{eq}	Equivalent noise level over a given period
L_{n}	Statistical sound level
L_{dn}	Day-night average noise level
L_{max}	Measured energy-average maximum
L_{min}	Measured energy minimum
CNEL	Community noise equivalent level

Table NOI-2: Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
--	110	Rock Band
Jet flyover at 300 meters (1,000 feet)	100	--
Gas lawn mower at 1 meter (3 feet)	90	--
Diesel truck at 15 meters (50 feet), at 80 kph (50 mph)	80	Food blender at 1 meter (3 feet), Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area, Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office, Dishwasher in next room
Quiet urban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
--	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

6.1 Regulatory Setting

6.1.1 State Requirement for Noise Elements

California Government Code 65302(f) requires municipalities to prepare and adopt "a Noise Element that shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

A. Highways and freeways.
B. Primary arterials and major local streets.
C. Passenger and freight online railroad operations and ground rapid transit systems.
D. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
E. Local industrial plants, including, but not limited to, railroad classification yards.
F. Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."

The noise element of the general plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect residents from excessive exposure. The fundamental goals of the noise element are:

- To provide sufficient information concerning community noise so that noise may be effectively considered in the land use planning process;
- To develop strategies for abating excessive noise exposure through effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses;
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive"; and
- To utilize the definition of the community noise environment in the form of CNEL or Ldn noise contours as provided in the noise element for local compliance with the State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB."

6.1.2 State of California Noise Standards

The Governor's Office of Planning and Research (OPR) State of California General Plan Guidelines, Appendix D, defines model standards for noise exposure and land use compatibility and mitigation measures to reduce potential impacts.

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code (CBC). These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use.

6.1.3 Vista Noise Standards

The City's municipal code chapter 8.32, Noise Control, serves as the basis for noise regulations in Vista. Chapter 8.32 outlines acceptable exterior property line noise limits for various zones between 7:00 a.m. – 10:00 p.m. and 10:00 p.m. – 7:00 a.m., as well as enforcement for noise limit violations.

6.2 Community Noise Exposure

Transportation related noises including from vehicles and public transit are the largest contributors of noise in Vista. Other background noises include steady, distant noises from various sources like light industrial noise or distant conversation. Community noise exposure is described using the equivalent energy

Table NOI-3: City of Vista Applicable Exterior Property Line Noise Levels

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

noise level, Leq, A-Weighted Sound Level, dBA, and community noise level exposure, CNEL.

- Leq is a sound energy level averaged over a specified period. Leq is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour Leq measurement would represent the average amount of energy contained in all the noise that occurred in that hour. Leq is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.
- The A-weighted decibel scale (dBA) is a special frequency dependent rating scale used to relate noise to sensitivity. The standard unit of measurement of the amplitude of sound is the decibel, however, the human ear is not equally sensitive to sound at all frequencies. The dBA scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear.
- CNEL, the Community Noise Equivalent Level, represents a 24-hour average Leq. CNEL is time weighted, with 10 dBA added to noise during the hours of 10:00 p.m. to 7:00 a.m. and 5 dBA added during the hours of 7:00 p.m. to 10:00 p.m. to represent noise sensitivity during the nighttime. Noise contours from noise exposure sources, such as in Figure NOI-1, are represented by CNEL.

6.3 Land Use and Noise

Noise and vibration sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, golf courses, and some passive recreation areas would be considered noise and vibration sensitive. The maximum noise levels for these land uses are displayed in Table NOI-4. In Vista, several noise and vibration sensitive land uses are located directly adjacent to the City's highest noise generators. Some of these sensitive land uses may warrant unique measures for protection from intruding noise, and section 6.6 outlines goals and policies to safeguard land uses from excessive noise. Vista's existing distinct noise sources are discussed below.

Table NOI-4: Interior and Exterior Noise Standards

Land Use	Maximum Noise Level (L_{dn} or CNEL, dBA)	
	Interior	Exterior
Residential—Single Family, Multi-family, Duplex	45	65*
Residential—Nursing Homes, Hospitals	45	65*
Private Offices, Church Sanctuaries, Libraries, Board Rooms, Conference Rooms, Theatres, Auditoriums, Concert Halls, Meeting Halls, etc.	45	--
Schools	45	65*
General Offices, Reception, Clerical, etc.	50	--
Bank Lobby, Retail Store, Restaurant, Typing Pool, etc.	60	--
Manufacturing, Kitchen, Warehousing, etc.	65	--
Parks, Playgrounds, etc.	--	65**
Golf Courses, Outdoor Spectator Sports, Amusement Parks, etc.	--	70**

Interior: Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment. Indoor environment excluding bathrooms, toilets, closets, and corridors.

*Exterior: environment limited to rear yard of single-family homes, multi-family patios and balconies (with a depth of 6 feet or more) and common recreation areas.

**Exterior: environment limited to playground areas, picnic areas, and other areas of frequent human use.

6.4 Existing Sources of Noise

6.4.1 Roadway Network

Traffic is the primary source of noise within City limits. Figure NOI-1 illustrates areas in Vista that are exposed to noise levels of 60 decibels (dBA), 65 dBA, and 70 dBA. These areas are primarily concentrated along State Route 78 (SR-78) and Vista's major arterial roads like Melrose Drive and Sycamore Avenue. On average, major arterial roads within the city carry over 40,000 vehicles per day[1], and SR-78 carries up to 119,000 vehicles per day. Noise generated from SR-78 extends the furthest of any traffic noise source, while traffic noise from arterials is more concentrated to their immediate surroundings.

6.4.2 Rail

Rail noise from the North County Transit District (NCTD) SPRINTER rail line as well as freight trains is another major contributor of noise within the city. Referencing Figure NOI 1, noise generated from the railway has wider buffer than most arterial roads. SPRINTER uses the existing rail line to transverse the city between 4:00 a.m. and 9:00 p.m. using two commuter diesel locomotives with four passenger cars each, at an average speed of 25 miles per hour (mph). Freight trips are carried out in nighttime hours between 10:00 p.m. and 7:00 a.m using up to four locomotives and up to a 4,000-foot length of cars traveling at an average speed of 40 mph.

6.4.3 Airport

The nearest public airport, McClellan-Palomar Airport, is located about two miles southwest of Vista. The Oceanside Municipal Airport is located approximately 6.5 miles west of the city. San Diego International Airport, the closest commercial airport, is approximately 33 miles south of the city. Munn Field at Camp Pendleton lies approximately 10 miles northwest of the city and is the source of military aircraft overflights. The McClellan-Palomar and Oceanside Municipal Airport land use plans show that the city is located outside of the 60 dBA airport noise contours.[2]

6.4.4 Stationary Noise

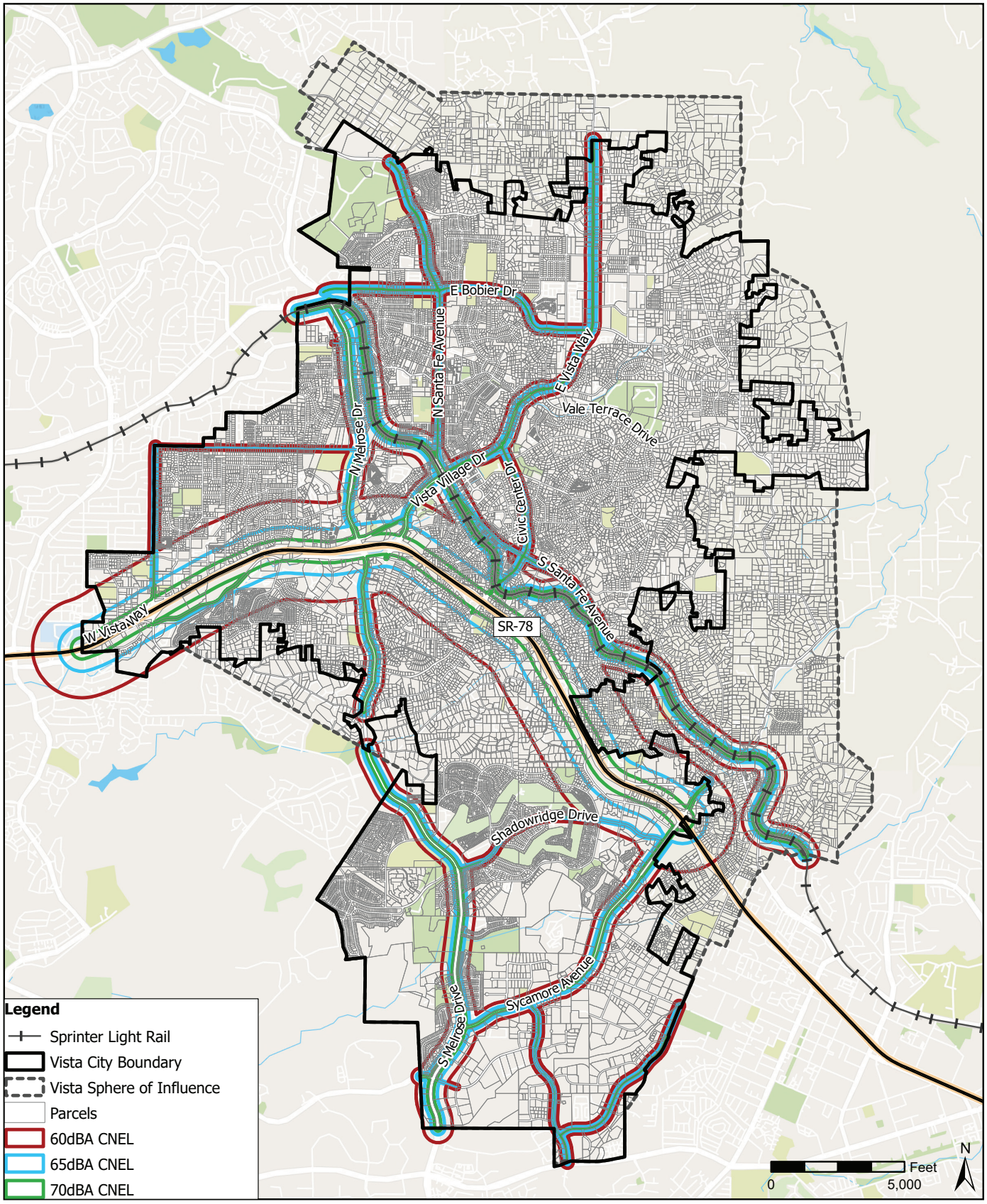
Crosswalk signals, birds, rustling leaves, conversations and yelling, alarms, power tools, and light industrial noise are all examples of community noises within Vista according to a noise study measuring both short- and long-term noise. The locations of the noise receptors are displayed in Figure NOI-2. Noise levels in Vista range from 51.1 dBA to 70.7 dBA, which is typical for urban areas.

1 CR Associates (2023). Existing Conditions Roadway Analysis worksheet.

2 San Diego County. 2011. McClellan-Palomar Airport Land Use Compatibility Plan.

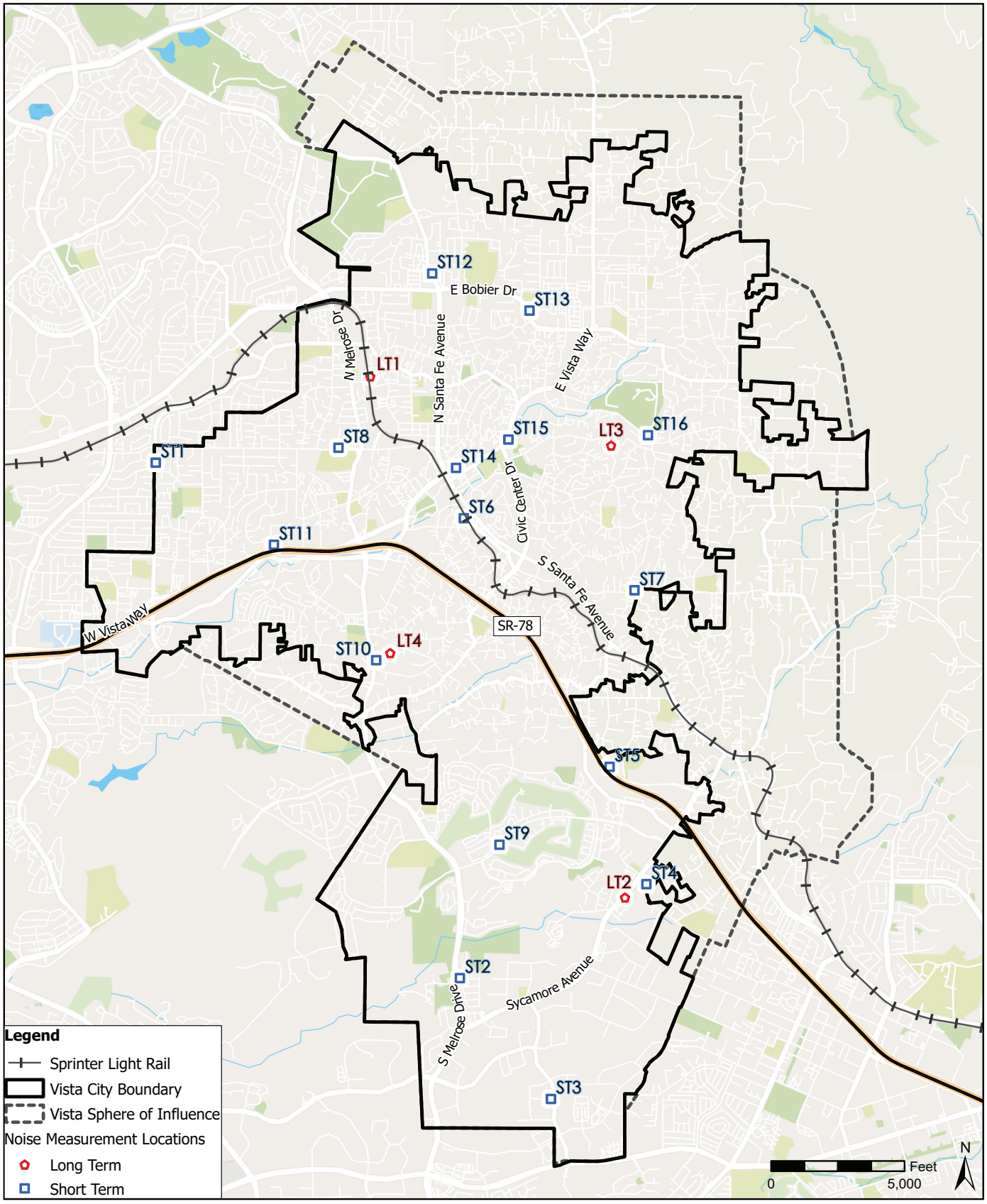


Figure NOI-1: Noise Contours



Source: Esri, USGS, SanGIS, City of Vista

Figure NOI-2: Noise Measurement Locations



Source: Esri, USGS, SanGIS, City of Vista

6.5 Related Plans and Programs

Vista is subject to various federal, state, and local laws, regulations, and policies regarding noise. Being compliant with the following agencies, standards, and regulations will allow Vista to maintain healthy noise levels for residents and visitors:

- Federal Noise Control Act of 1972
- United States Environmental Protection Agency (USEPA)
- United States Department of Housing and Urban Development (HUD)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)
- Federal Aviation Administration (FAA)
- Environmental Protection Agency (EPA)
- California Environmental Quality Act Law and Guidelines (CEQA)
- California Noise Control Act 1973
- California Government Code 65300
- California Noise Insulation Standards (Title 24)
- California Division of Aeronautics Noise Standards
- Vista 2050
- City of Vista Municipal Code
- City of Vista Noise Control Ordinance
- County Code of Regulatory Ordinances

6.6 Future Noise

Vista will continue to be a community that retains its quiet, small-town character, while accommodating redevelopment of underutilized areas of the city and continued revitalization of its core. The Land Use Element proposes changes to land use designations in targeted areas of the city that will require attention to sensitive design in order to avoid increasing exposure of people to sources of noise. The implementation of Vista 2050 will focus on maintaining acceptable levels of noise, mitigating impacts from noise on sensitive land uses, and following policies that ensure new development does not contribute to unacceptable noise levels within the city.

NOI-1.0 Protect people who live, work, and recreate in the City from excessive levels of noise with an emphasis on protecting residential neighborhoods and other noise-sensitive receptors.

NOI-1.1 - Discourage noise-sensitive land uses from locating or expanding, in areas adjacent to roadways where noise levels are 65 dB CNEL or above.

NOI-1.2 – Ensure compliance with California Title 24 building code noise insulation for new development where existing/future roadway noise levels exceed the criteria.

NOI-1.3 - Encourage the use of open and green spaces between noise-sensitive land uses and roadways that create noise levels of 65 dB or above.

NOI-1.4 - Require developers to implement noise abatement that meets Caltrans' acoustical criteria if new developments cause increases in traffic volumes that result in roadway or rail noise levels of 65 dB CNEL or above at existing or planned future noise - sensitive receptors.

NOI-1.5 - Coordinate with Caltrans to construct noise attenuation devices to reduce and/or avoid impacts from SR-78 where necessary and feasible, should a widening project occur.

NOI-1.6 - Work with transit providers to minimize noise associated with transit operations.

NOI-1.7 - Encourage noise-compatible land uses and incorporate noise-reducing design features within transit oriented, mixed use development near rail corridors.

NOI-1.8 - Consider establishment of quiet zones near areas where rail crossings intersect public roads to minimize the noise impacts of train horns.

NOI-1.9 - Require new development to minimize noise impacts upon adjacent uses through site and building design, setbacks, berms, landscaping, and/or other noise abatement techniques.

NOI-1.10 - Require that an acoustical analysis be prepared by a qualified acoustical engineer in instances where noise-sensitive uses are proposed in noise impacted areas.

Table NOI-5: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

NOI- 1.0 (R)	**Protect people who live, work, and recreate in the City from excessive levels of noise with an emphasis on protecting residential neighborhoods and other noise-sensitive receptors.**
NOI-1.1 (R)	Participate in regional and/or county collaborative health and wellness initiatives, such as the Healthy People 2020 Initiative for San Diego County, Call to Action for Childhood Obesity, San Diego County), Walk San Diego, Vista Community Clinic and/or other initiatives.
NOI-1.2 (N)	Ensure compliance with California Title 24 building code noise insulation for new development where existing/future roadway noise levels exceed the criteria.
NOI-1.3 (E)	Encourage the use of open and green spaces between noise-sensitive land uses and roadways that create noise levels of 65 dB or above.
NOI-1.4 (E)	Require developers to implement noise abatement that meets Caltrans' acoustical criteria if new developments cause increases in traffic volumes that result in roadway or rail noise levels of 65 dB CNEL or above at existing or planned future noise-sensitive receptors.
NOI-1.5 (E)	Coordinate with Caltrans to construct noise attenuation devices to reduce and/or avoid impacts from SR-78 where necessary and feasible, should a widening project occur
NOI-1.6 (E)	Work with transit providers to minimize noise associated with transit operations.
NOI-1.7 (E)	Encourage noise-compatible land uses and incorporate noise-reducing design features within transit oriented, mixed use development near rail corridors.
NOI-1.8 (R)	Consider establishment of quiet zones near areas where rail crossings intersect public roads to minimize the noise impacts of train horns.
NOI-1.9 (E)	Require new development to minimize noise impacts upon adjacent uses through site and building design, setbacks, berms, landscaping, and/or other noise abatement techniques.
NOI-1.10 (E)	Require that an acoustical analysis be prepared by a qualified acoustical engineer in instances where noise-sensitive uses are proposed in noise impacted areas.

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CHAPTER 7

Public Safety, Facilities & Services Element


VISTA CIVIC CENTER
Eucalyptus Ave

7 Public Safety, Facilities & Services

Effective public safety services and dependable facilities are essential for maintaining and enhancing the quality of life in Vista. The protection of persons and property from natural and human-made hazards is an important function of local government. Similarly, reliable infrastructure is essential to ensuring the community runs smoothly. The development and intensification of land uses identified in the Land Use and Community Identity Element will require improvements to water, sewer, and storm drain systems, as well as greater focus on fire safety and equitable provision of services.

The Public Safety, Facilities, and Services Element describes the manner in which the City of Vista will protect people, structures, infrastructure, public facilities, and natural resources from natural and human-made hazards. It also details the provision and maintenance of the City's public facilities and services.



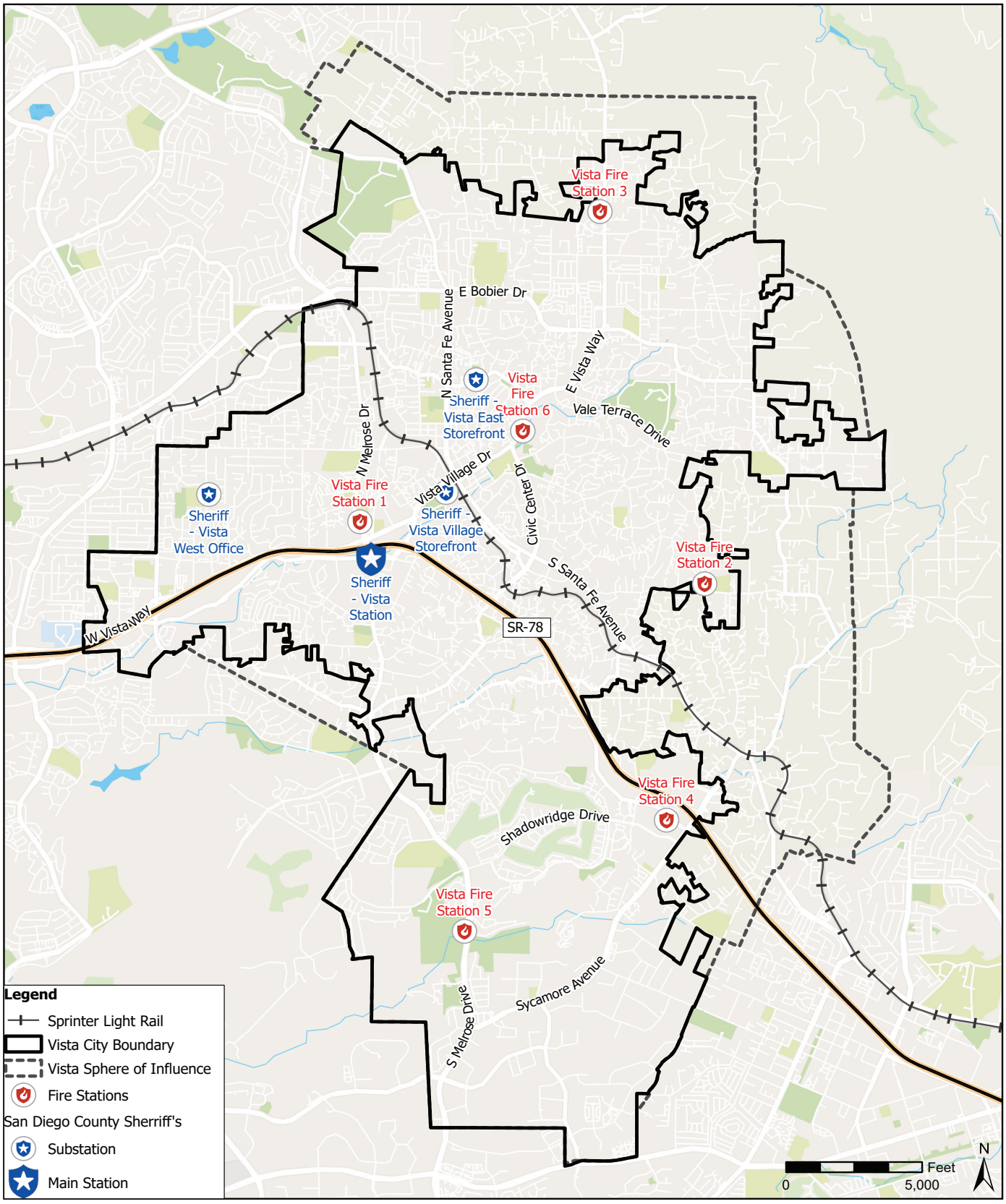
7.1 Public Safety

7.1.1 Emergency Preparedness and Response

Vista is a participant in the updated Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) for San Diego County. This countywide plan identifies risks from natural and human-made disasters and outlines strategies to minimize damage. The MJHMP complies with FEMA and California Office of Emergency Services requirements, as authorized by the Federal Disaster Mitigation Act of 2000.[1] The plan aims to enhance public awareness, provide a management decision tool, promote compliance with state and federal programs, enhance local hazard mitigation policies, coordinate inter-jurisdictional mitigation efforts, achieve regulatory compliance, and pre-qualify jurisdictions for mitigation grants. Vista 2050 is focused on providing adequate and effective emergency response services to ensure the overall safety and wellbeing of the Vista community. The locations of existing emergency services can be seen in Figure PSFS-1.

1 Federal Disaster Mitigation Act of 2000, Public Law 106-390, 114 Stat. 1552 (2000).

Figure PSFS-1: Emergency Services



Source: Esri, USGS, SanGIS, City of Vista

PSFS-1.0 Prepare for and provide adequate and effective emergency response services to respond to natural and human-made emergencies and disasters, and acts of terrorism.

PSFS-1.1 - Maintain compliance with the federal National Incident Management System (NIMS) and State Standardized Emergency Management System (SEMS).

PSFS-1.2 - Update City Emergency Operations Plans to include coordination with Countywide Operations Plans.

PSFS-1.3 - Periodically update the Continuity of City Government Plan to ensure the City continues its essential operations in case of a natural or human-made disaster or catastrophic event.

PSFS-1.4 - Provide and support community education, outreach, and training programs to increase public awareness of natural and human-made emergencies and disasters, particularly for vulnerable communities, including translating disaster preparedness and response messaging into the community's threshold languages and make available in multiple formats.

PSFS-1.5 - Identify and pursue funding opportunities to develop and implement emergency and disaster preparedness activities and programs.

PSFS-1.6 - Identify and post emergency evacuation routes on the City' s website and in public locations.

PSFS-1.7 - Ensure completeness and availability of identified emergency supplies and resources to all segments of the population, focusing especially on vulnerable communities, including but not limited to temporary shelter or housing, and items such as medical supplies and services, water main repair parts, generators, pumps, sandbags, road clearing, and communication facilities.

7.1.2 Seismic and Geologic Hazards

The city, as well as the general southern California region, are considered seismically active areas. An earthquake could occur on any of the known faults in the region with well-documented seismic history or even on a previously unrecognized fault. As shown in Figure PSFS-2, faults in the region include the Elsinore, San Jacinto, Newport-Inglewood-Rose Canyon, Coronado, and San Andreas faults. While there are no known faults that directly intersect the City, the region is considered seismically active.

The City is located in the Peninsular Ranges geomorphic province which is characterized by a series of mountain ranges separated by northwest trending valleys that run subparallel to the San Andreas Fault.[2] The Peninsular Ranges extend into lower California and are bound on the east by the Colorado Desert and to the north by the Transverse Ranges. The City is located at the western foothills of the San Marcos Mountains which are primarily composed of San Marcos Gabbro, a dark, basic intrusive rock that weathers into reddish Las Posas clay. The redness of the clay is due to a high iron and magnesium content. The City is primarily underlain by tonalite, an intrusive rock, but the Santiago Formation (composed of sandstone, conglomerate, and mudstone) can be found along the west and southern edges of the City. While the City has no control over frequency or severity of seismic hazards, the policies below focus on reducing damage, losses and risk to the community.

PSFS-2.0 Reduce damage, losses, and the risk to the community caused by seismic and other geologic hazards.

PSFS-2.1 - Design critical public facilities that will function after a major earthquake.

PSFS-2.2 - Encourage seismic strength evaluations of critical facilities in Vista, such as schools and public infrastructure, to identify vulnerabilities and develop actions to upgrade them to meet current seismic standards.

PSFS-2.3 - Discourage development in areas of known slope instability and/or high landslide risk.

PSFS-2.4 - Promote earthquake preparedness within the community by providing information and participating in earthquake awareness programs.

PSFS-2.5 - In areas subject to mudflows and located near development, and where wildfires have removed stabilizing vegetation, implement measures to reduce the likelihood of inundation from mudflows.

2 California Geological Survey (CGS), 2002. Note 36 California Geomorphic Provinces, revised December 2002.

Figure PSFS-2: Active Faults



Source: Esri, USGS, California Department of Conservation 2005, SanGIS, City of Vista

7.1.3 Flood Hazards

Flooding is commonly associated with the overflow of natural rivers or streams, but can also occur near stormwater diversion facilities, dams, or in low-lying areas with insufficient stormwater drainage facilities. Flood hazards can result from intense rain and/or failure of flood control facilities, such as dams, levees, or drainage channels. Flood hazard areas within the City, as delineated by the Federal Emergency Management Agency (FEMA), are primarily located along channels, creeks, and streams, including Buena Vista and Agua Hedionda Creeks and a portion of their tributaries.

Several factors determine the severity of floods including rainfall intensity and duration. Flooding represents a high-priority safety issue for Vista as stormwater flows into the City's creeks and travels westward into a series of lagoons before emptying into the Pacific Ocean. Primary areas of flooding have historically occurred along the Buena Vista and Agua Hedionda Creeks.

FEMA compiles data to produce flood zone mapping known as a Flood Insurance Rate Map (FIRM) as part of the National Flood Insurance Program. Flood hazard areas identified on the FIRM are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a one percent chance of being equaled or exceeded in any given year, more commonly referred to as the base flood or 100-year flood. The areas between the limits of the base flood and the 0.2 percent-annual-chance are known as the 500-year flood zone. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 500-year flood.

As shown in Figure PSFS-3, FEMA Flood Zones, portions of the City are within 100-year flood Zones A, without base flood elevations, and AE, with base flood elevations below three feet. However, the flood zone areas are generally confined to be within existing drainages. According to the City's Hazard Mitigation Plan, the City contains several significant floodplains and is subject to widespread flooding.[3]

The policies featured below aim to reduce damage, losses and risk to the community related to flood hazards.

PSFS-3.0 Reduce damage, losses, and the risk to the community from flooding, other forms of severe weather, dam inundation, and other hydrologic hazards.

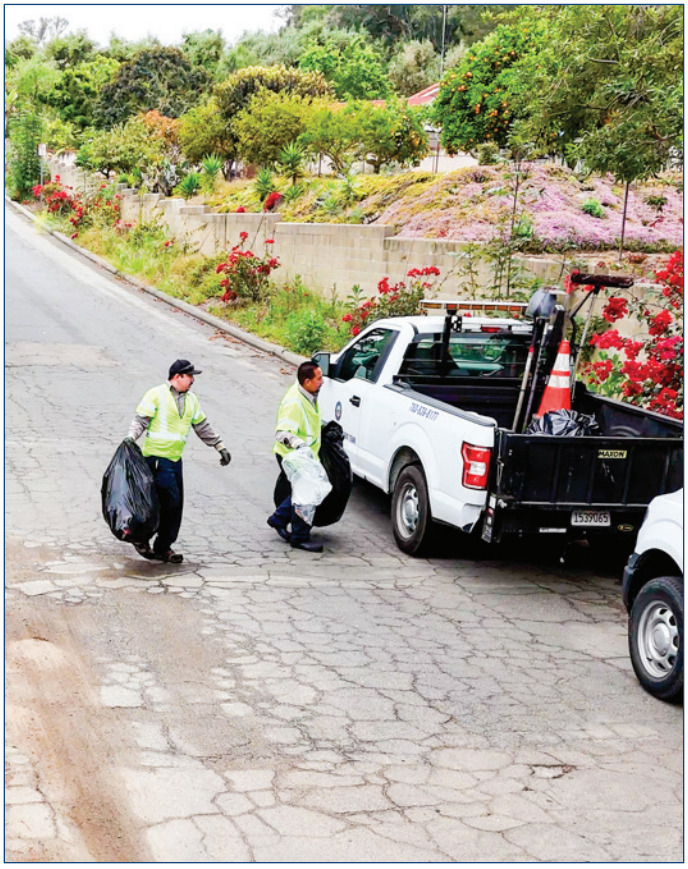
PSFS-3.1 - Disallow sensitive land uses, including but not limited to hospitals, schools, nursing homes, retirement communities, and day care centers within the 100-year floodplain.

PSFS-3.2 - Ensure that any alterations of the natural floodplain, stream channels, and natural protective barriers do not impede or unnaturally redirect floodwaters, increase flood hazards in other areas, or result in increased flood damage.

PSFS-3.3 - Evaluate and make improvements to inadequate storm drain systems, including channels, drains, catch basins, pipes, and inlets, to ensure capacity for maximum runoff flows.

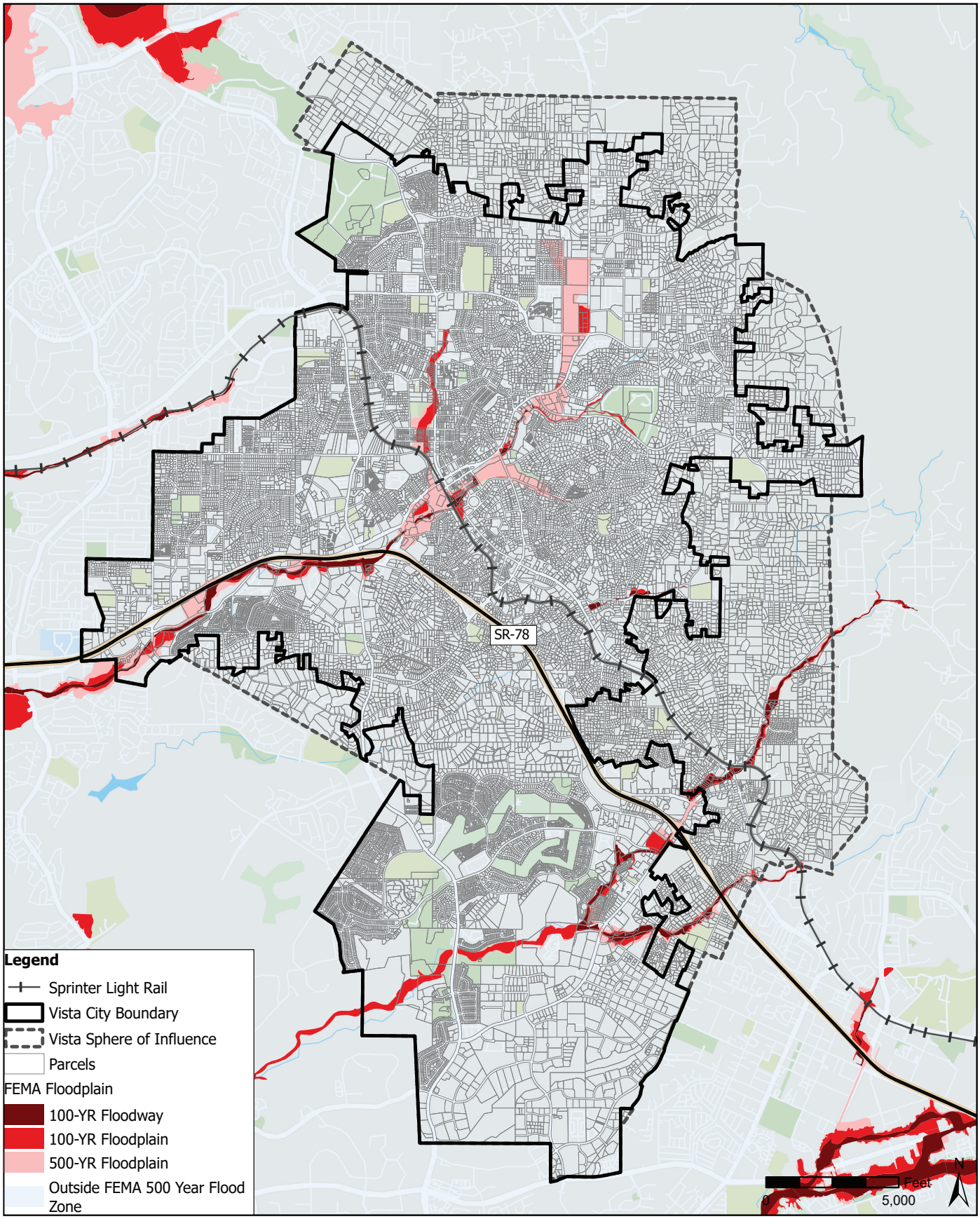
PSFS-3.4 - Identify surface water drainage obstructions for all parts of the City and develop and implement mitigation actions.

PSFS-3.5 - Support or undertake creek corridor restoration projects that manage flooding while restoring native plant species, wildlife habitats, and watersheds.



3 City of Vista, 2018. Local Hazard Mitigation Plan.

Figure PSFS-3: FEMA Flood Zones



Source: Esri, USGS, SanGIS, FEMA, City of Vista

7.1.4 Wildfire Hazards

7.1.4.1 Regulatory Setting and Planning Documents

There are several local, state, and federal agencies that are responsible for fire protection, including special districts and local offices of emergency services. They include:

- Vista Fire Department (VFD)
- Vista Fire Protection District (VFPD)
- San Diego County Office of Emergency Services (OES)
- Vista Emergency Operations Center (EOC)
- California Department of Forestry and Fire Protection (CAL FIRE)
- California Governor's Office of Emergency Services (Cal OES)
- California State Fire Marshal
- Federal Emergency Management Agency (FEMA)
- United States Forest Service (USFS)
- Bureau of Land Management (BLM)

Multi-Jurisdictional Hazard Mitigation Plan

The Multi-Jurisdictional Local Hazard Mitigation Plan (MJHMP) for the County of San Diego was developed in accordance with the Disaster Mitigation Act of 2000[4] (DMA 2000) and followed FEMA's Local Hazard Mitigation Plan guidance and is incorporated herein. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involves planning, policy changes, programs, projects, and other activities.

The City of Vista is a participating jurisdiction in the MJHMP a Countywide plan that identifies risks, minimizes damage from natural and human-made disasters, and is generally intended to provide compliance with regulatory requirements associated with emergency response efforts.

Vista Fire Department Strategic Plan

The Vista Fire Department's Strategic Plan for 2025–2030 outlines a framework to enhance service delivery and community safety in the face of growing demand. The plan is organized around three key themes:

1. **Improving Emergency Response:** This includes enhancing survivability in fire, hazardous material incidents, and medical emergencies, while ensuring firefighter safety.
2. **Meeting Future Service Needs:** Strategies focus on risk reduction, improving operational efficiency, and addressing legal and financial liabilities.
3. **Building Community Engagement:** This theme stresses the importance of fostering a positive public image, reducing fire-related property damage, and providing value beyond emergency response.

In total, the plan includes 11 Strategic Objectives, 24 Outcome measurements and over 100 supporting goals to ensure accountability and progress tracking over time.

The Vista Fire Protection District, governed by a board of directors and contracting fire services with the City of Vista, emphasizes a cost-efficient service model that meets industry standards while keeping costs 11% below comparable agencies.

Vista Fire Protection District Community Wildfire Protection Plan

The City of Vista's 2024 Community Wildfire Protection Plan (CWPP)[5] aims to enhance the safety and preparedness of the community by addressing wildfire risks. The plan acts as a strategic guide for the Vista Fire Protection District and the local Fire Safe Council, focusing on reducing wildfire hazards, improving emergency response, and promoting fire-resistant infrastructure and landscapes. Key priorities include:

1. Fuels Management: The CWPP emphasizes reducing hazardous vegetation, particularly in high-risk areas like Buena Creek Road. This involves removing palm skirts, non-native palms, and other flammable vegetation that could intensify fire risks.
2. Emergency Preparedness: The CWPP outlines procedures for safer evacuation routes and enhanced emergency services, including improvements in road infrastructure to facilitate quicker response times

4 U.S. Congress. (2000). Disaster Mitigation Act of 2000, Pub. L. No. 106-390, 114 Stat. 1552.

5 Vista Fire Department. (2024). Vista Community Wildfire Protection Plan (CWPP). San Diego, CA: Fire Safe San Diego County.

during a fire event.

3. Grant Opportunities: The plan also highlights opportunities to obtain grants for fuels reduction projects and the use of advanced tools, such as aerial surveys and multispectral imaging, to better assess vegetation and fire risks.

This comprehensive plan is a collaborative effort between the fire district, the community, and fire safety organizations, ensuring a proactive approach to wildfire risk reduction. Appendix A of the CWPP provides further recommendations for widlfire risk reducation and fuel managament along select evacuation routes. The CWPP and Appendix A are fully inctegrated into the Public Safety, Facilities, & Services Element.

Evacuation Planning

The CWPP outlines the City's evacuation routes and their capacity, which are designed to protect residents in the event of a wildfire. It emphasizes coordinated efforts between local and regional agencies, including the Vista Fire Department, North County Fire Protection District, and San Diego County Office of Emergency Services, to ensure rapid and efficient evacuations. The City's Fire Department also maintains an All-Hazards Community Risk Assessment and Standard of Cover, which covers emergency response times and safety under a range of emergency conditions, and is incorporated herein.

Primary, Alternate, Contingency and Emergency (PACE) evacuation routes include Buena Creek Road and Gopher Canyon Road. These are both County highways that run east and west. The smaller roads that feed into these, such as Little Gopher Canyon Road, are often surrounded by years of brush accumulation. Due to terrain and geographic considerations, some areas with the District have only one paved road in and out. The Vista Fire Protection District has built and currently maintains multiple emergency access roads that are gated and locked until a specific need arises. Designated evacuation corridors according to the CWPP are outlined on PSFS-4.

Fire History and Setting

California faces a dramatic increase in the number and severity of wildfires. Of the 20 most destructive wildfires in the state's history, 18 have occurred since 2000 and 15 have occurred since 2015.[6] Since 2020, California has experienced two of the most destructive fire seasons in the state's history, with numerous record-breaking catastrophic wildfires occurring



throughout California and over 4.2 million acres burned in 2020 and over 2.5 million acres burned in 2021.[7]

The San Diego Region has seen many significant wildfires in recent history; however, the City has had a limited number of fires occur compared to the surrounding region. Most of the City and the Vista Fire Protection District (VFPD) area has not burned in recent history and of the areas that have burned, almost all have only burned once. Fire history is shown in PSFS-5. Due to the limited number of fires in recent history, vegetation has the potential to overgrow and create additional fuels that could lead to more intense fires without the application of vegetation management.[8]

The potential for damaging wildfire exists within the Vista City limits and the area beyond within the VFPD as highlighted through regional fire history; existing vegetation types and fuels composition; terrain; local climate; and the presence of the wildland/urban interface (WUI), which encompasses roughly 31percent of the City and VFPD area. Vegetation conducive to ignition and wildfire spread exists in proximity to communities, presenting risks to human life, safety, and property. The potential for extreme wildfire behavior is exacerbated by the occurrence of Santa Ana wind events, which facilitate extreme fire weather in the area.

Fire Hazard Severity Zones

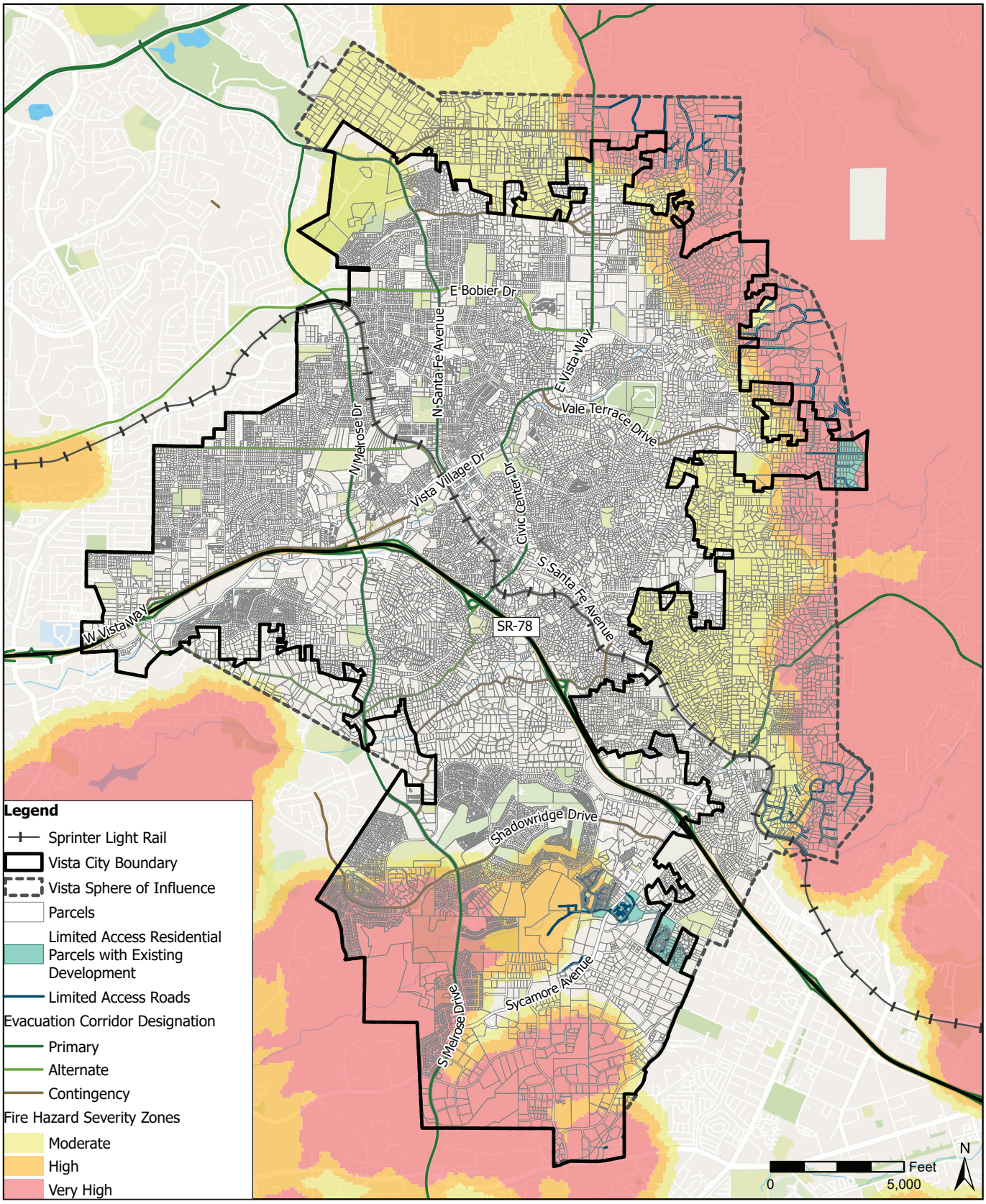
CAL FIRE maps Fire Hazard Severity Zones (FHSZs) based on fuel loading, slope, fire history, weather, and other relevant factors as directed by California Public Resources Code, Sections 4201–4204, and California Government Code, Sections 51175–51189. FHSZs are ranked from Moderate to Very High and are categorized for fire protection within a Federal

6 CAL FIRE. (2022a). Top 20 most destructive California wildfires.

7 CAL FIRE. (2022b). 2020 wildfire statistics.

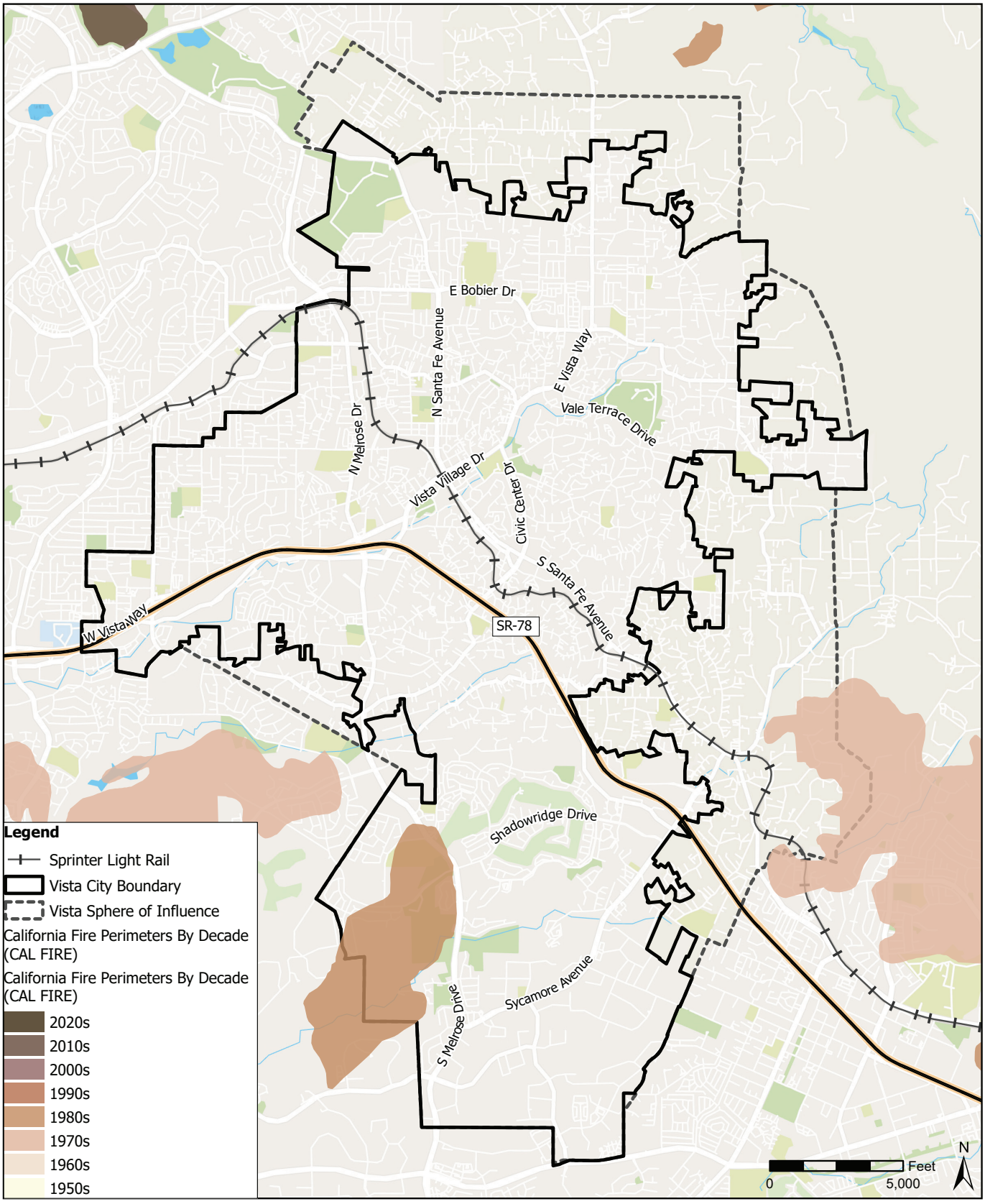
8 Vista Fire Department. (2024). Vista Community Wildfire Protection Plan (CWPP). San Diego, CA: Fire Safe San Diego County.

Figure PSFS-4: Evacuation Routes and Residential Development with Evacuation Constraints



Source: Esri, USGS, SanGIS, CAL FIRE (2025), City of Vista

Figure PSFS-5: Fire History



Source: Esri, USGS, CAL FIRE (2025), City of Vista

Responsibility Area, State Responsibility Area, or Local Responsibility Area under the jurisdiction of a federal agency, CAL FIRE, or local agency, respectively.

Areas identified as FHSZs within the limits of the City of Vista are considered Local Responsibility Areas (LRA), while areas within the boundary of the Vista Fire Protection District (VFPD) are considered State Responsibility Area (SRA). Figure PSFS-6, shows the fire hazard severity throughout the region as well as the VFPD boundary. CAL FIRE has identified Very High Fire Hazard Severity Zones (VHFHSZ) in the northeastern and southwestern portions of the City. The majority of the VFPD contains Moderate to Very High FHSZ, with the exception of the small, southwestern portion of the VFPD, which is not within a FHSZ.[9] Figure PSFS-7 shows the the FHSZ's in association with Vista 2050 land uses.

The parks, open spaces, natural resources, and recreational facilities located within FHSZs are important elements of Vista's character and protection of biological resources. Land uses within Vista that are most vulnerable to very high wildfire in the northeastern portion of City limits primarily include low density residential, medium low density residential, and open space residential. In the southwestern portion of Vista, industrial land uses, medium-low density residential, parks, and open space are located within the very high and very high fire hazard zones. Portions of the sensitive Diegan coastal sage scrub, southern mixed chaparral, southern coast live oak riparian forest, and Agua Hedionda creek, are all located within the high to very high fire hazard severity zones. Likewise, Buena Vista Park, Buena Vista Ballfields, South Buena Vista Park, Shadowridge Park, and portions of the Shadowridge Golf Course are vulnerable to high severity fires. While not in a high severity zone, Vista Sports Park, portions of the Guajome Adobe Park, and the vegetation communities of southern riparian scrub and agricultural fields are located within a moderate severity zone near the northwestern boundary of the City.

Wildland/Urban Interface/Intermix

The pattern of development and land use within Vista and the area beyond within the VFPD creates conditions that can be described as either a wildland/urban interface or a wildland/urban intermix. Urban areas are predominantly built-up environments with little or no exposure to vegetative fuels. Such areas are primarily in the central and western regions of the City where considerable continuous tracts of suburban development exist. The area where urban development abuts vegetative fuels is known as the wildland/urban interface (WUI). WUI areas are those within the "vicinity" of wildland vegetation and encompasses roughly 31 percent of the City and Sphere of Influence. This condition exists commonly in the northeast, east, and southeast regions of the area where development abuts the San Marcos Mountains. A WUI area is also observed in the southwestern region near Los Monos Canyon. Areas where the density of housing units and structures is lower and/or the space between structures consists of vegetative fuels capable of propagating fire are more typically characterized as a wildland urban intermix (intermix). Intermix areas are those where housing and vegetation intermingle. In an intermix area, wildland vegetation is continuous, and more than half of the land area is vegetated with combustible fuels. This condition exists most commonly near the edges of the unincorporated area in the far north, northeast, and east regions, notably where smaller undeveloped lots consisting of vegetative fuels are situated between structures. PSFS-7 shows how the FHSZ's overlap with Vista 2050 land uses.

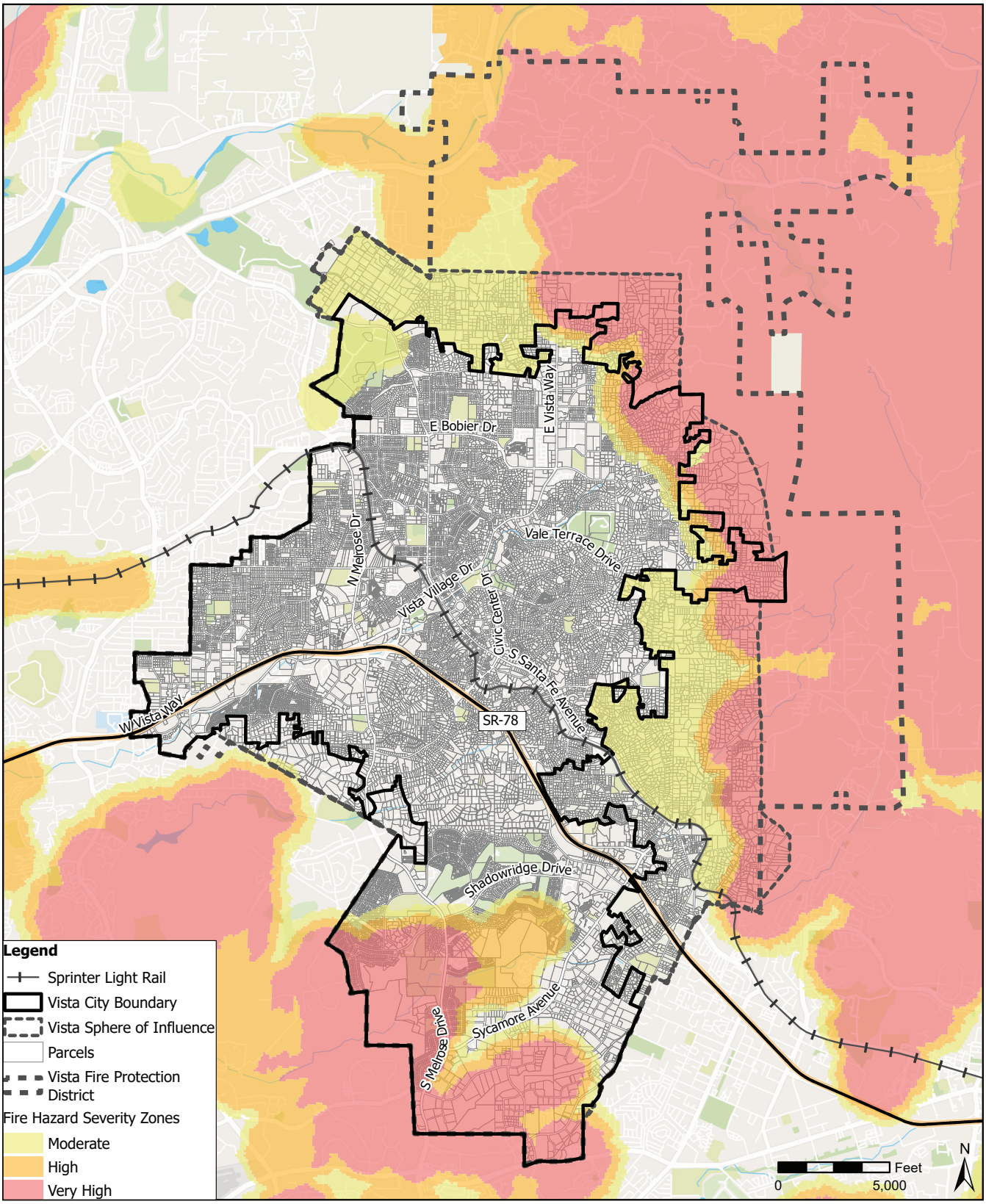
Wildfire Risk Assessment

A Wildfire Risk Assessment evaluated wildfire risk to communities in the City of Vista limits and the jurisdictional boundary of the VFPD which extends beyond the City of Vista boundary as a result of the intersection between wildfire hazard, burn probability, and community location. The Assessment further assessed the predicted impacts from wildfire on communities based on location relative to different Integrated Hazard classifications. 34 percent of the City and VFPD area exhibit a middle, higher, or highest threat to communities classification. Such areas are in the following locations:

- Los Monos Canyon
- Buena Vista Park
- Canyon east of Melrose Drive and south of Park Center Drive
- Community of Buena near Loma Vista Way
- Sunset Park
- Sugarbrush Drive
- Lemonadeberry Lane
- Cleveland Trail

9 City adopted FHSZ map can be found here: https://www.vista.gov/city-services/fire-department/fire-hazard-severity-zone-map

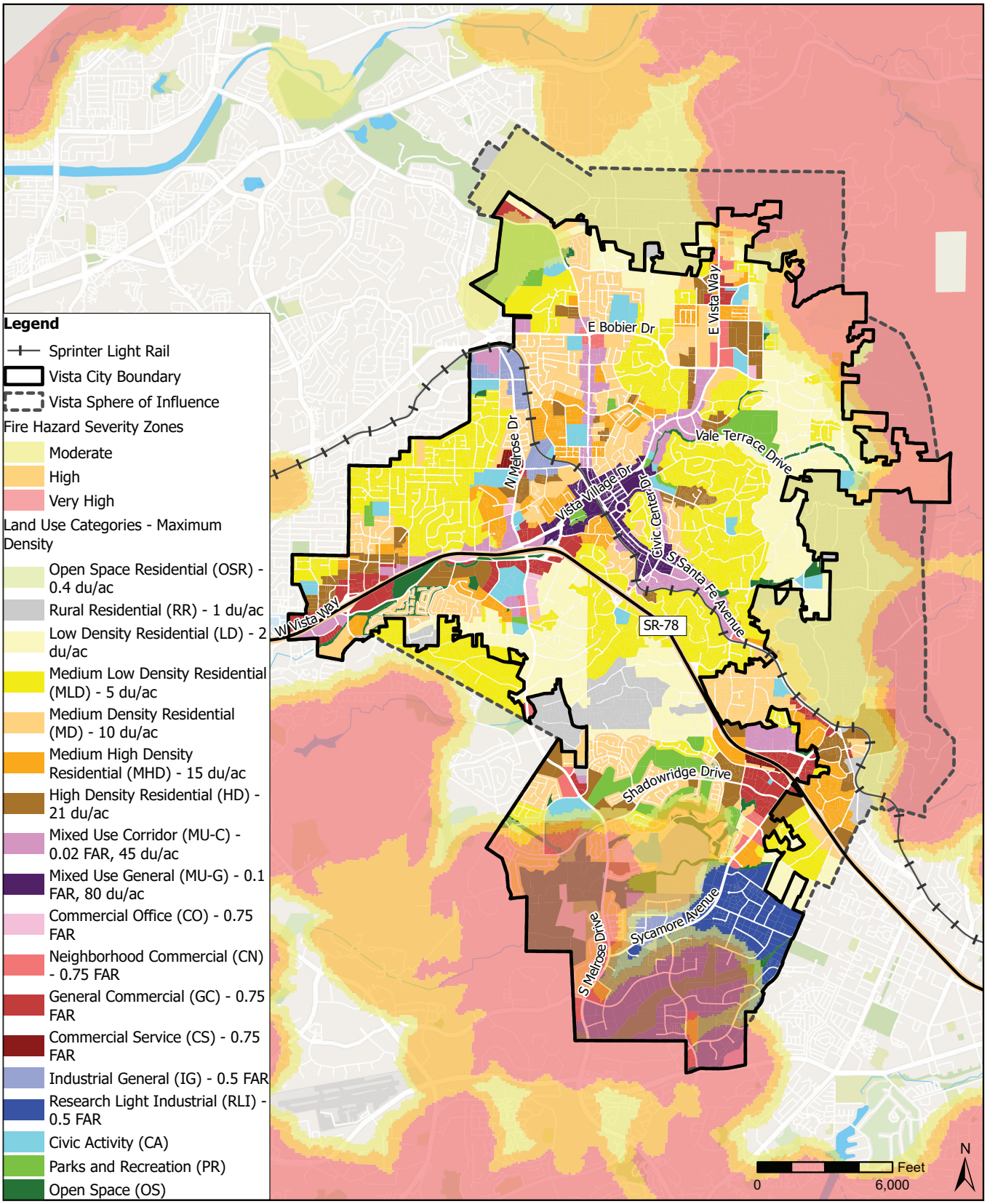
Figure PSFS-6: Fire Hazard Severity Zone (2025)[1]



Source: Esri, USGS, CAL FIRE (2025), SanGIS, City of Vista

1 This map may change over time. Most current FHSZ maps can be found here: Vista LRA Map

Figure PSFS-7: Fire Hazard Severity Zone and Land Use



Source: Esri, USGS, CAL FIRE (2025), SanGIS, City of Vista

- Near the community of Twin Oaks near Buena Creek Road
- Bluebird Canyon Trail
- Buena Creek drainage
- Near Monte Vista Elementary
- Between Longmont Road and Palm Hill Drive
- Areas surrounding Catalira Heights Way and Hardell Lane
- East of Friendly Drive
- Between Camino Cantera and Las Lomas
- Throughout the areas of Gopher Canyon and Gopher Canyon Road
- South fork of Gopher Canyon
- Gopher Canyon Preserve extending north
- Areas surrounding Little Gopher Canyon Road
- Lands adjacent to Vista Valley Country Club
- San Luis Rey drainage
- Rancho Guajome Park
- Vista Sports Park

Wildfire in Vista and its corresponding risk is dynamic and influenced by multiple factors, such as terrain, vegetation and fuels, weather conditions, and community proximity to areas expressing high wildfire hazard. Although most of the City and VFPD area (60 percent) is urbanized and experiences low risk from wildfire, underdeveloped areas present the opportunity for damaging wildfire due to the presence of vegetation communities conducive to ignition and wildfire spread. Historical wildfires also highlight the potential for large wildfires in the City. 16 percent of the plan area is classified as either middle, higher, or highest hazard. Communities existing within the WUI or Intermix, collectively make up 31 percent of the City and VFPD area and experience the greatest risk from wildfire due to their proximity to areas more likely to experience wildfire.

Wildfire Risk Reduction

The Vista Fire Department employs a comprehensive strategy to reduce wildfire risk and enhance community resilience. Two years ago, the department expanded its weed abatement inspection program from focusing solely on vacant lots within High Fire Hazard Severity Zones to include all properties citywide. In alignment with state guidelines, the City and Fire Protection District have implemented the recommended Zone 0, 1, and 2 vegetation management and defensible space standards.

Notably, Vista is the first fire department in the state to utilize aerial photography to assess properties for fuel mitigation and compliance with defensible space requirements. The City is also actively pursuing grant funding to support fuel reduction and defensible space initiatives.

In 2024, Vista formally adopted the updated Local Fire Hazard Severity Zone Maps and designated Agua Hedionda Creek, Buena Creek, and Buena Vista Creek as High Hazard Zones. The City's ultimate goal is to achieve official recognition as a Risk Reduction Community by the California State Board of Forestry.

Wildfires in California and portions of Vista will continue to occur in natural areas. However, it is primarily unprepared communities with older, vulnerable homes that lack adequate defensible space in close proximity to areas designated as high or very high fire hazard severity zones, will be threatened so reducing wildfire risk is critical. Wildfire risk in Vista will be reduced both by ensuring existing and future development implements the following goals and policies:

PSFS-4.0 Protect life, property, and the environment from structural, wildland-urban, and wildland fire damage.

PSFS-4.1 - Require development or projects within very high, high, or moderate fire zones, as designated by the City's Fire Hazard Severity Zones Map, to comply with regulations and/or implement measures to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures.

PSFS-4.2 - Conduct community-wide awareness and education efforts concerning defensible space planning, maintenance, ignition-resistant construction, and landscaping techniques, with a focus on the areas within the Very High Fire Hazard Severity Zone.

PSFS-4.3 - Consult and coordinate with the Vista Fire Protection District and the County in order to support local fire hazard planning and to ensure that development within fire hazard areas in the SOI complies with site design and property maintenance standards to reduce the risk of wildfires.

PSFS-4.4 - Maintain the City' s Vegetation Management Program to reduce wildfire hazards in urban and semi-urban areas within Vista.

PSFS-4.5 - Address the needs of vulnerable communities in Vista by prioritizing measures to reduce disproportionate wildfire-related health and safety risks in all communities.

PSFS-4.6 - Ensure that all new and existing residential development in hazard-prone areas has at least two clearly defined emergency evacuation routes, and where two routes are not currently available, identify and prioritize infrastructure improvements, emergency preparedness measures, and funding strategies to enhance evacuation safety.

PSFS-4.7 - Prohibit new residential developments within Very High Fire Hazard Severity Zone, unless it can be demonstrated that the project incorporates fire-resistant design, construction techniques, and enhanced fire protection measures that reduce risk to acceptable levels.

PSFS-4.8 - Ensure all new essential public facilities are located outside the Very High Fire Hazard Severity Zone, when feasible.

PSFS-4.9 - Ensure all redevelopment in the Very High Fire Hazard Severity Zone complies with current building codes.

PSFS-4.10 - Conduct a comprehensive fire risk assessment before any redevelopment begins after a large fire.

PSFS-4.11 - Require fire protection plans for any new development in the Very High Fire Severity Zones.

PSFS-4.12 - Ensure the City's water supply meets future fire suppression needs.

PSFS-4.13 - Ensure defensible space around structure in fire hazard area consists of 100 feet of fuel modification on each side.

PSFS-4.14 -Require ongoing maintenance of vegetation clearance along public and private roads to reduce wildfire risk and maintain safe emergency access.

7.1.5 Hazardous Materials and Wastes

Hazardous materials and wastes are those that pose a potential threat to human health, as they have the capacity to cause serious illness or death. Factors that influence the health effects of exposure to hazardous material include the dose to which the person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility. A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency.

Many buildings and structures within the City are of an age where the potential exists for the presence of hazardous building materials. Older buildings can contain building materials that consist of hazardous components such as lead-based paint, asbestos, mercury, and polychlorinated biphenyls (PCBs). When these buildings or structures are demolished for the purpose of renovation or new development, these hazardous building materials can become exposed.

While the majority of the City contains residential development, hazardous materials are used throughout the City for light industrial, commercial, and residential purposes, which are regulated by a multiple of agencies at the federal, state, and local government levels. Industrial facilities are present within several business parks in the southern part of the City while dry cleaners, gas stations, and automobile repair facilities are present throughout the City, primarily along main business corridors (East Vista Way, North and South Santa Fe Avenue, and North and South Melrose Drive). These businesses that use hazardous materials and generate hazardous waste are subject to regulations that are intended to protect both the environment and public health and safety from improper use, handling, storage, and transport of hazardous materials and hazardous waste.

PSFS-5.0 Provide for the safe use and disposal of hazardous materials and wastes to protect life and property from exposure.

PSFS-5.1 - Continue to enforce provisions under the zoning ordinance regulating the location of facilities that use, produce, or store hazardous materials or wastes.

PSFS-5.2 - Educate residents about waste-disposal options and the consequences of illegal disposal in order to reduce the generation of household hazardous waste and the amount of such waste that is disposed of inappropriately.

PSFS-5.3 - Require all businesses that generate, handle, use, or dispose of hazardous materials or wastes to post placards in compliance with National Fire Protection Association (NFPA) section 704 requirements.

PSFS-5.4 - Promote the continued operation of the Household Hazardous Waste collection facility to serve the citizens of Vista.

7.1.6 Airport-Related Hazards

The McClellan-Palomar Airport is located approximately one mile southwest of the City's southwestern corner, and the Oceanside Municipal Airport, approximately 6.5 miles west of Vista. These airports' operations influence land use planning and require adherence to compatibility criteria to ensure the safety and welfare of the community. The San Diego County Regional Airport Authority, as the Airport Land Use Commission, prepares Airport Land Use Compatibility Plans (ALUCP) for the county's 16 public and military airports. These plans protect public welfare by guiding land use around airports. An ALUCP covers an Airport Influence Area (AIA), divided into Review Areas 1 and 2, based on factors like noise and safety. Parts of Vista are in Review Area 2 for McClellan-Palomar and Oceanside Municipal Airports. Vista must align its land use plans with ALUCP criteria to ensure compatibility and safety.

PSFS-6.0 Protect persons and property from hazards related to airport operations.

PSFS-6.1 - Evaluate new development proposals within the Airport Influence Areas (AIAs) of the McClellan - Palomar Airport to ensure that they comply with the applicable compatibility criteria and policies of the Airport Land Use Compatibility Plan (ALUCP).

PSFS-6.2 - Periodically review and comment on updates to the ALUCP of the McClellan-Palomar Airport to ensure that proposed airport operations do not negatively affect people or property within Vista, especially if the safety zones are extended into Vista as a result of increased airport operations.

7.1.7 Disaster-Resistant Development

Disaster-resistant development in the City of Vista focuses on creating a resilient community capable of withstanding natural and human-made hazards. By integrating hazard mitigation strategies into land use planning, building codes, and construction practices, Vista aims to minimize risks to life, property, and infrastructure. This involves identifying and assessing potential hazards specific to the area, implementing stringent building standards to enhance structural resilience, and promoting sustainable land use policies. These efforts ensure Vista's ability to recover swiftly from disasters, fostering long-term safety and sustainability for its residents.

PSFS-7.0 Promote disaster-resistant development.

PSFS-7.1 - Develop and implement a program to retrofit public buildings within the City that do not meet current building and safety codes and roadways that do not meet road standards.

PSFS-7.2 - Coordinate with San Diego County and Caltrans to identify and correct any structural deficiencies of bridges or overpasses within Vista.

PSFS-7.3 - Evaluate development standards and building codes to determine if higher levels of built -in hazard protection (such as fire protection, fire resistance, earthquake resistance, etc.) are appropriate for new development types, uses, densities, and intensities.

PSFS-7.4 - Continue the practice of having departments provide information pertaining to hazard reduction requirements and measures through the pre-application and development review process.

PSFS-7.5 - Ensure that all residential, commercial and industrial construction and development complies with the statewide Fire Safe Regulations (see CCR, Title 14, Sections 1270 et seq.) relating to roads, water, signing and fuel modification.

PSFS-7.6 - Use public and private funding, where available, to the greatest extent practical to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition.

PSFS-7.7 - Ensure public and private landowners minimize the risk of wildfire moving from wildland areas to developed properties, or from property to property, by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.

7.1.8 Criminal Activity

In Vista, addressing criminal activity is crucial for ensuring the safety and well-being of the community. The City continues to focus on proactive measures to prevent crime, enhance law enforcement effectiveness, and foster community partnerships.

Table PSFS-1: City of Vista Crime Statistics

Crime	2021	2022	2023
Murder	2	1	5
Negligent Manslaughter	1	0	0
Justifiable Homicide	0	0	0
Non-consensual Sex Offenses	44	37	39
Aggravated Assault	247	272	307
Simple Assault	741	756	679
Intimidation	76	112	81
Kidnapping/Abduction	23	21	26
Consensual Sex Offenses	5	1	1
Human Trafficking, Commercial Sex Acts	0	0	0
Human Trafficking, Involuntary Servitude	0	0	0
Total Crimes Against Persons	**1,139**	**1,200**	**1,138**
Robbery	82	77	60
Burglary/Breaking & Entering	227	292	223
Motor Vehicle Theft	283	309	271
Arson	8	8	3
Destruction of Property	326	369	357
Counterfeiting/Forgery	22	31	19
Embezzlement	9	7	4
Extortion/Blackmail	2	2	1
Bribery	0	0	0
Stolen Property Offenses	49	104	53
Larceny/Theft Offences	789	872	697
Fraud Offenses	214	171	154
Total Crimes Against Property	**2,011**	**2,242**	**1,842**
Drug/Narcotic Violations	641	576	750
Drug Equipment Violations	394	350	445
Pornography/Obscene Material	1	3	0
Prostitution	0	13	10
Weapons Law Violation	108	102	101
Animal Cruelty	2	2	0
Gambling Offenses	0	0	0
Total Crimes Against Society	**1,146**	**1,046**	**1,306**
Total Crimes	**4,296**	**4,488**	**4,286**

Source: ARJIS

As seen in Table PSFS-1, overall crime in the City of Vista has remained much the same over the past three years, with fluctuations in certain crime index categories. Total crimes against persons, which include offenses such as murder and aggravated assault, saw the least change between 2021-2023. Total crimes against property experienced an increase in offenses in 2022 but fluctuated to below 2021 levels by 2023. Total crimes against society saw the largest increase in offenses, rising from 1,146 offenses in 2021 to 1,306 offenses in 2023. The policies below focus on reducing criminal activity and opportunities for criminal activity to protect the Vista community.

PSFS-8.0 Reduce crime and opportunities for crime and protect persons and property from criminal activity.

PSFS-8.1 - Continue to encourage developers and builders to coordinate with the Sheriff's Department to incorporate building and site design techniques that reduce crime, such as utilizing Crime Prevention through Environmental Design (CPTED) design strategies.

PSFS-8.2 - Increase safety and security in public places and mitigate the perception of blight or crime by providing adequate lighting, maintaining public property and right-of way, maintaining landscaping to maximize visibility and reduce hiding places, and conducting regular police and volunteer (crime watch) patrols.

PSFS-8.3 - Continue to support the Community Oriented Policing concept to reduce and prevent crime.

PSFS-8.4 - Discourage approvals of new liquor stores or other retailers that sell alcohol for off -site consumption in target areas (e. g., high crime areas, near schools, etc.).

PSFS-8.5 - Monitor the retail sales of cannabis within City boundaries

7.1.9 Climate Change Adaptation and Resiliency

Climate Change Effects

Preparing for the future impacts of climate change is a complex challenge. Together with the City's Climate Action Plan (CAP), the City has an established adaptation strategy to enhance adaptation and resilience to the effects of climate change. As global temperatures rise, Vista is predicted to experience a range of climate change related effects including changes in average temperatures (maximum and minimum), and annual precipitation amounts. Secondary impacts, which may also occur because of individual changes or a combination of these changes, include changed seasonal patterns; heat wave frequency; intense rainstorms; landslides; drought; wildfire; and reduced snowpack.

Annual average maximum temperatures in the City are projected to increase between 4.5°F and 6.9°F by the end of this century than they are today, and the increase in temperature will likely result in secondary impacts including changed seasonal patterns, heat wave frequency and diminished air quality in addition to increased rainfall intensity and likelihood of flooding, more frequent wildfires, and more extreme weather events.

Urbanized areas can experience higher temperatures, greater pollution, and negative health effects, especially during summer months, when compared to communities that are more rural. This phenomenon is known as the Urban Heat Island Effect (UHIE). Urban heat islands are created by a combination of heat-absorptive surfaces (e.g., dark pavement and roofing), heat-generating activities (e.g., automobile





engines and industrial generators), and the absence of vegetation and "green spaces" (which provides evaporative cooling). During periods of high temperatures, asphalt and darker surfaces tend to absorb and retain heat for longer periods, resulting in increased daytime temperatures and reduced nighttime cooling (as retained heat is released from these surfaces). The UHIE can affect a City in several ways, including increased energy demand for cooling, decreased ambient air quality, and increased heat-related public health risks such as heat stroke, dehydration, and exposure to degraded air quality.

Adaptation Strategies

The City of Vista's adaptation strategies will help the City governmental operations and its residents adapt to the current and future impacts of climate change while improving community resilience. These strategies are incorporated here, pursuant to the requirements of Senate Bill 379 (Statutes of 2016), as also identified in the City's CAP, to comprehensively integrate climate adaptation planning efforts into all of the City's relevant plans, policies, and programs. Adaptation strategies are classified into four categories as follows:

Adaptation Strategy 1: Prepare for Increases in Temperatures and Extreme Heat Events

Rising temperatures caused by climate change will exacerbate the UHIE and increase the frequency and duration of extreme heat events. The City will implement the following measures to mitigate health effects from extreme heat events and the effects of the UHIE to protect its populations, functions, and structures:

Measure TEMP-1: Work with local agencies, businesses, and institutions to increase the number of "Cool Zones" and improve access to residents vulnerable to extreme heat such as small children, people with chronic diseases, low-income populations, outdoor workers, and especially the elderly. These measures could decrease incidents of common heat-related health effects such as dehydration, heat cramps, heat exhaustion, and hospitalizations related to these effects.

Measure TEMP-2: Incorporate green infrastructure elements into new and existing infrastructure to mitigate the effects of the UHIE by reducing areas of heat-absorbing paved surfaces and increasing landscaped areas with planted vegetation. Examples of green infrastructure include cool pavements (e.g., porous pavement and light-colored pavement), street trees and climate-appropriate landscaping, cool roofs, and the creation of additional green space. These actions could decrease occurrences of heat-related illness, improve air quality, and lower energy costs associated with indoor cooling.

Measure TEMP-3: Increase public outreach and educational programs to inform the public of the health risks associated with extreme heat events (e.g., community alert/notification system could be used for public updates regarding heat waves or air quality advisories). Alongside general outreach, particular focus would be given to educating populations vulnerable to extreme heat such as children, those who are socioeconomically disadvantaged, people who work outside (e.g., construction workers, agricultural workers,

etc.), and the elderly. These measures could decrease incidents of heat-related illnesses and hospitalizations.

Measure TEMP-4: Promote the use of passive cooling design (e.g. appropriate building orientation, appropriate shade tree selection and location, window shading, cool roofs, etc.) and use the California Green Building Standards Code (CALGreen) voluntary measures for residential and nonresidential buildings to improve energy efficiency. Other energy efficient measures (e.g., whole house fans, energy efficient air-conditioning units, etc.) should be encouraged in new development within the City to reduce demand for air conditioning and help reduce energy costs.

Measure TEMP-5: Promote the use of solar carports on new and existing surface parking lots to mitigate heat absorption and increase shaded areas for the City's population. Implementation priority would be given to city-owned parking lots (including the Civic Center) to serve as example solar carports. Solar carports would additionally provide GHG-reducing co-benefits by increasing distributed solar generation and, if electric vehicle charging stations are added, improving charging accessibility.

Measure TEMP-6: Identify and reassess local and regional climate change vulnerabilities every five years to review and revise the adaptation strategies of the Climate Action Plan (CAP). This measure would improve the knowledge base of the health-heat connection.

Measure TEMP-7: Explore the use of a coordinated community alert/notification system for public updates regarding heat or air quality advisories. This measure could decrease incidents of heat-related illnesses and hospitalizations.

Measure TEMP-8: Work with the North County Transit District (NCTD) to incorporate and expand shading of bus stops (e.g., shade structures, cool roofs, cool pavement, street trees, etc.) along major routes. These measures could decrease incidents of common heat-related health effects such as dehydration, heat cramps, heat exhaustion, among residents vulnerable to extreme heat.

Measure TEMP-9: Promote climate-adaptive design (e.g., cool roofs, etc.) of buildings, public areas, and infrastructure. This action would help to reduce reliance on mechanical cooling and energy use.

Adaptation Strategy 2: Prepare for Changes in Precipitation Patterns and Water Supply

The Vista Irrigation District (VID) provides potable water to the City and receives both imported and local water to supply its customers. Because of climate change, the City's reliance on various regional water resources, including the SDCWA, will remain a critical issue in adapting to increased periods of drought. Considering the potential decrease in regional water resources available to the City due to decreases in annual precipitation and an overall reduction in the spring snowpack in the Sierra Nevada Mountains, the City will implement the following measures to increase the community's adaptation and resilience concerning water supplies:

Measure WATER-1: Coordinate with local and regional water resource agencies (e.g., VID, SDCWA) to support and improve water conservation efforts and programs for residents. Support educational outreach to residents, especially populations vulnerable to climate change, on how best to conserve water and reduce water demand.

Measure WATER-2: Expand upon the City's existing Water Efficient Landscape Regulation to promote the use of climate appropriate landscaping (e.g., native and drought tolerant landscaping, etc.) to reduce demand for potable water resources among City residents. Promote available rebate programs such as VID's residential Turf Replacement Program or Device Rebates (e.g., Soil Moisture Sensor System, etc.).

Measure WATER-3: Work with VID to evaluate current and future opportunities to use groundwater and/or well water for landscape irrigation of City facilities such as parks.



Adaptation Strategy 3: Prepare for Increased Flood Risk

Extreme precipitation events can lead to flooding, and other damaging events. The City will implement the following proposed measures to help the City and prepare for increased flood risk:

Measure FLOOD-1: Promote coordination with relevant agencies such as the Federal Emergency Management Agency (FEMA), CalOES, and the VFD to identify, plan, and prepare necessary emergency services required to contend with flooding events including evacuation services, flood management services, and recovery services.

Measure FLOOD-2: Conduct a comprehensive assessment of all public stormwater and wastewater infrastructure in the City and analyze how this infrastructure may be affected or compromised by increased risk of flooding events.

Measure FLOOD-3: Continue to promote and/or engage in local and regional ecosystem restoration efforts that will result in increased climate resiliency for flooding events within the City.

Measure FLOOD-4: Continue to seek grants and other sources of funding, including the State Integrated Regional Water Management Grant Program and mitigation opportunities, to enhance flood control and improve water quality.

Adaptation Strategy 4: Prepare for Increased Wildfire Risk

Like many communities in the region, the City will likely experience increased wildfire risk in the future. The City will implement the following measures - focused on key areas within the City - that are most vulnerable to wildfire risk, such as residences and businesses that are located in the UWI to address increased wildfire risk:

Measure FIRE-1: Explore the use of a new coordinated community alert/notification system for wildfires.

Measure FIRE-2: Monitor/control invasive species by encouraging the removal of eucalyptus and other non-native vegetation from the wildland-urban interface.

Measure FIRE-3: Monitor new wildfire-related laws and regulations from the state legislation and incorporate applicable regulations into the City's Municipal and Development codes.

Measure FIRE-4: Continue to work to implement all strategies in the City's current SDMHMP and identify new strategies to explore in the next update.

Measure FIRE-5: Explore funding opportunities to protect, preserve, and restore native habitats.



7.2 Public Facilities and Services

7.2.1 Fire Protection and Emergency Medical Services

Vista Fire provides fire protection services to the City of Vista and the Vista Fire Protection District, which includes 17.5 miles of unincorporated San Diego County primarily to the north and east of the City, as seen. The total service area for Vista Fire is 36.5 square miles and the total population served is approximately 125,000 residents.[10]

The Fire Department is a full-service department, providing services ranging from fire prevention and suppression to emergency medical services, technical rescue, and hazardous materials mitigation. Operating from six strategically located fire stations, Vista Fire provides service to both residents and businesses. The policies below aim to continue to provide quality fire protection and emergency services (EMS), and continue to coordinate effectively with State, County and local emergency organizations.

PSFS-9.0 Continue to provide fire protection and related emergency services to protect persons and property from fire and other community hazards.

PSFS-9.1 - Ensure that the Vista Fire Department has sufficient capacity, stations, personnel, and equipment to meet planned needs within the City and the Vista Fire Protection District.

PSFS-9.2 - Achieve an eight minute and 55 seconds total response time 90 percent of the time.

PSFS-9.3 - Periodically update the Standards of Response Cover Analysis to evaluate the response time standard, staffing, station locations, and equipment placing relative to call loading, access impediments, and community risks and expectations.

PSFS-9.4 - Evaluate traffic calming proposals to ensure minimum impacts to emergency service response times.

PSFS-9.5 - Place all utility and other service wires underground, with highest priority given to areas of Vista that are most prone to wildfire hazards.

PSFS-10.0 Through coordination with State, County, and local Emergency Medical Services Association, provide local control and oversight of pre-hospital emergency medical care through Advanced Life Support Services.

PSFS-10.1 - Maintain service levels in compliance with State and County protocols.

PSFS-10.2 - Conduct community -wide awareness and education efforts for healthy living, disaster planning, public health issues, and injury prevention.

PSFS-10.3 - Permit private ambulance providers to ensure safe practice, minimize Code Three travel in the City and District, and identify available ambulance resources.

PSFS-10.4 - Encourage and support AED (Automated External Defibrillation) programs.

PSFS-10.5 - Present and support CPR training throughout the City workforce and community.

PSFS-10.6 - Provide and/or oversee emergency medical ground transport.

PSFS-10.7 - Provide and maintain Paramedic Assessment engines seven days a week.

PSFS-10.8 - Assure compliance with policies, procedures and protocols for medical control as established by San Diego County EMS.

PSFS-10.9 - Ensure secure patient record keeping that complies with the Health Insurance Portability and Accountability Act (HIPAA) and confidentiality regulations.



10 City of Vista (2021). Fire Department. City of Vista, California



7.2.2 Law Enforcement

Police protection for Vista and the Sphere of Influence is provided by the San Diego County Sheriff's Department, which maintains a main station (325 South Melrose Dr, Suite 210) and two substations within the City.

There are more than 120 sworn, professional, and volunteer staff members that ensure the safety and security of those living, working, and visiting Vista. Services provided in Vista include general patrol, investigations, narcotics and gang investigations, crime prevention, juvenile intervention, community policing, and administrative services.

PSFS-11.0 Continue to provide an adequate level of law enforcement services to protect persons and property from criminal activity and provide a safe community environment.

PSFS-11.1 - Ensure that the City maintains acceptable ratios of law enforcement personnel per population.

PSFS-11.2 - Continue to provide facilities that support community policing and expand opportunities as they arise.

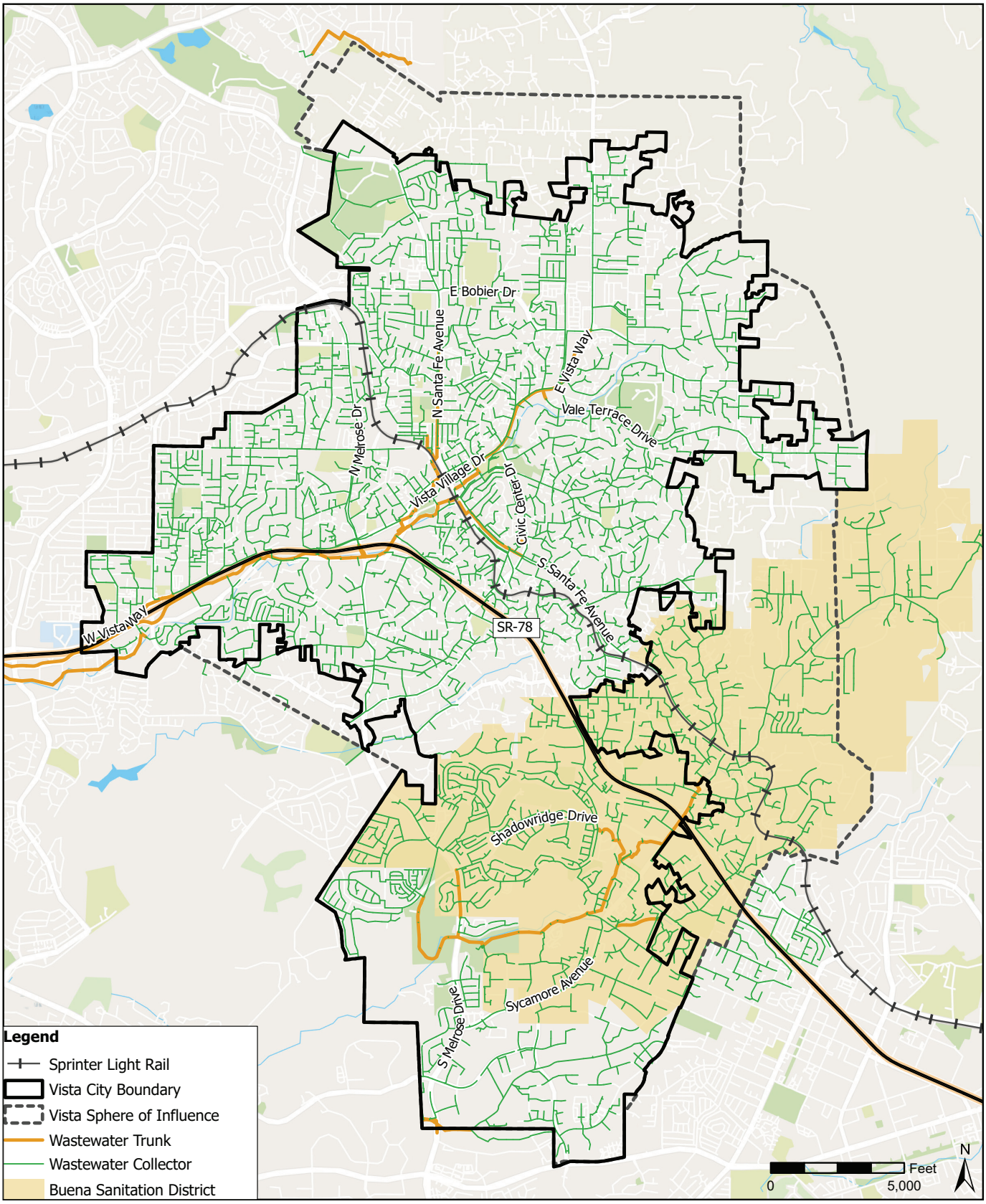
7.2.3 Sanitary Sewer System

The City of Vista operates and maintains both the City of Vista Sanitation District, which serves approximately 16,000 parcels within the City, and the Buena Sanitation District, a former County sanitation district that serves over 5,300 parcels within the City and portions of the unincorporated county to the southeast as seen in Figure PSFS-8. The City of Vista owns and operates over 215 miles of sewer collection pipeline serving approximately 16,000 parcels and conveying approximately 5.3 million gallons of wastewater per day. Although each sewer collection district is its own entity, all sewage goes to the Encina Wastewater Authority (EWA), a public agency that provides wastewater treatment service to residents in northwestern San Diego County.

The City of Vista also owns one pump station, the Raceway Pump Station, and shares ownership and operation of two large capacity pump stations (Agua Hedionda and Buena Vista Pump Stations) and associated pipelines with the City of Carlsbad. The Sewer Master Plan was updated in 2024 by the City of Vista and provides an updated inventory, a condition and capacity deficiency report, and recommended improvements.

The City of Vista's Public Works department maintains City-owned portions of the stormwater system. Typical operation and maintenance activities include

Figure PSFS-8: Sanitary Sewer Infrastructure



Source: Esri, USGS, SanGIS, City of Vista

inspection and cleaning of catch basins (storm drain inlets) and large, improved drainage structures; and mowing of drainage swales and ponds.

PSFS-12.0 Continue to provide sanitary sewer facilities to accommodate the safe, efficient, and cost-effective disposal of waste, commensurate with existing and proposed development.

PSFS-12.1 - Periodically update the Sewer Master Plan when necessitated by changes in District conditions and/or State regulations.

PSFS-12.2 - Utilize updated management tools to efficiently manage operations and maintenance (O&M) and capital improvement projects, and more equitably assess rates and connection fees.

PSFS-12.3 - Implement prioritized projects for inclusion in the CIP within the recommended time frames to address all known deficiencies and minimize sanitary sewer overflows (SSOs).

7.2.4 Drainage Facilities

Stormwater drainage conveyance within the City of Vista occurs in a variety of storm drainpipes, culverts, and channels that together comprise the storm drain system. Water that enters storm drain systems (rain, irrigation runoff, natural groundwater seepage, and other sources of water) flows to local creeks and other water bodies without first being directed to a traditional treatment plant. Requirements for new development and redevelopment to include structural features to treat pollutants in storm water runoff have been in place since 2001. The City of Vista drainage facilities can be seen on Figure PSFS-9.

PSFS-13.0 Continue to provide drainage facilities to adequately collect surface runoff to mitigate flooding and improve water quality.

PSFS-13.1 - Ensure that the storm drain system is adequate to accommodate intensification and/or redevelopment of uses as identified in the Land Use and Community Identity Element.

PSFS-13.2 - Develop and periodically update a Drainage Master Plan, including Storm Drain Master Plans (SDMPs) for each of the watersheds.

PSFS-13.3 - Monitor, maintain, and update as appropriate established minimum standards and design criteria for the safe and efficient collection of surface runoff.

PSFS-13.4 - Implement prioritized projects from the SDMPs for inclusion in the CIP.

7.2.5 Water Supply

The City's water is supplied by the Vista Irrigation District (VID). The VID provides water to much of northern San Diego County, also provides water to portions of including the City of Vista, portions of San Marcos, Escondido, Oceanside, and some unincorporated areas as seen in Figure PSFS-6. VID's supply comes from imported water from the San Diego County Water Authority, including desalinated seawater produced at the Claude "Bud" Lewis Carlsbad Desalination Plant, and local water from its Lake Henshaw facilities. Most of CWA's water supply is from the Metropolitan Water District.

The Escondido-Vista Water Treatment Plant, jointly owned by the City of Escondido and VID, was constructed in 1976 and has the capacity to produce 75 million gallons of potable water per day.

Municipal and industrial uses currently constitute approximately 95 percent of the VID's water consumption. The remaining five percent is attributable to agricultural water use, primarily for irrigation of groves and nursery products. The City of Vista water supply can be seen on Figure PSFS-10.

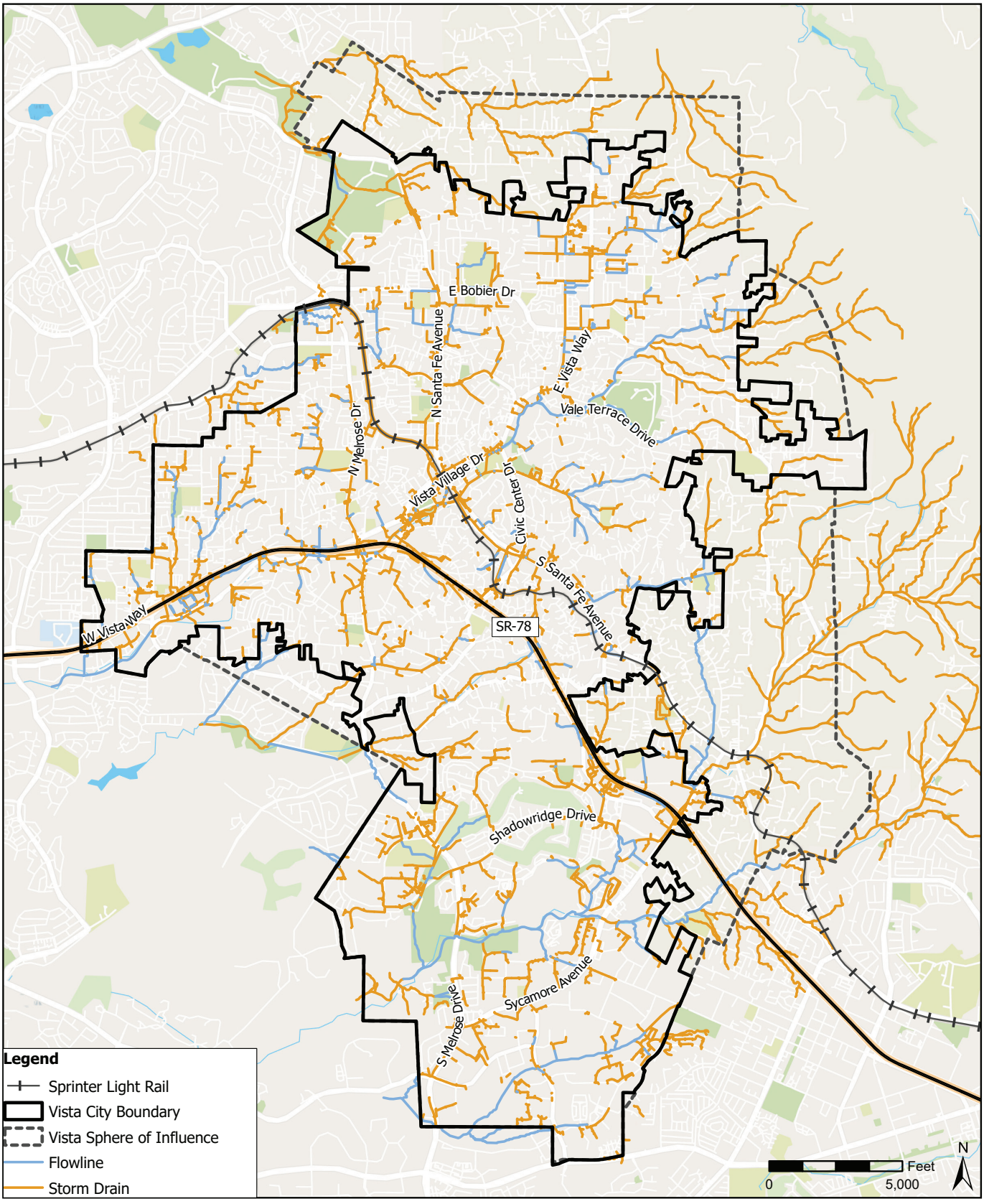
PSFS-14.0 Continue to ensure that the City has an adequate, safe, and reliable water supply to meet the existing and planned needs of the community.

PSFS-14.1 - Coordinate with the Vista Irrigation District (VID) to update its Urban Water Management Plan during the regular update cycle.

PSFS-14.2 - Coordinate with VID to conduct assessments of water supply to determine if water supplies are adequate to serve the demand generated by projects.

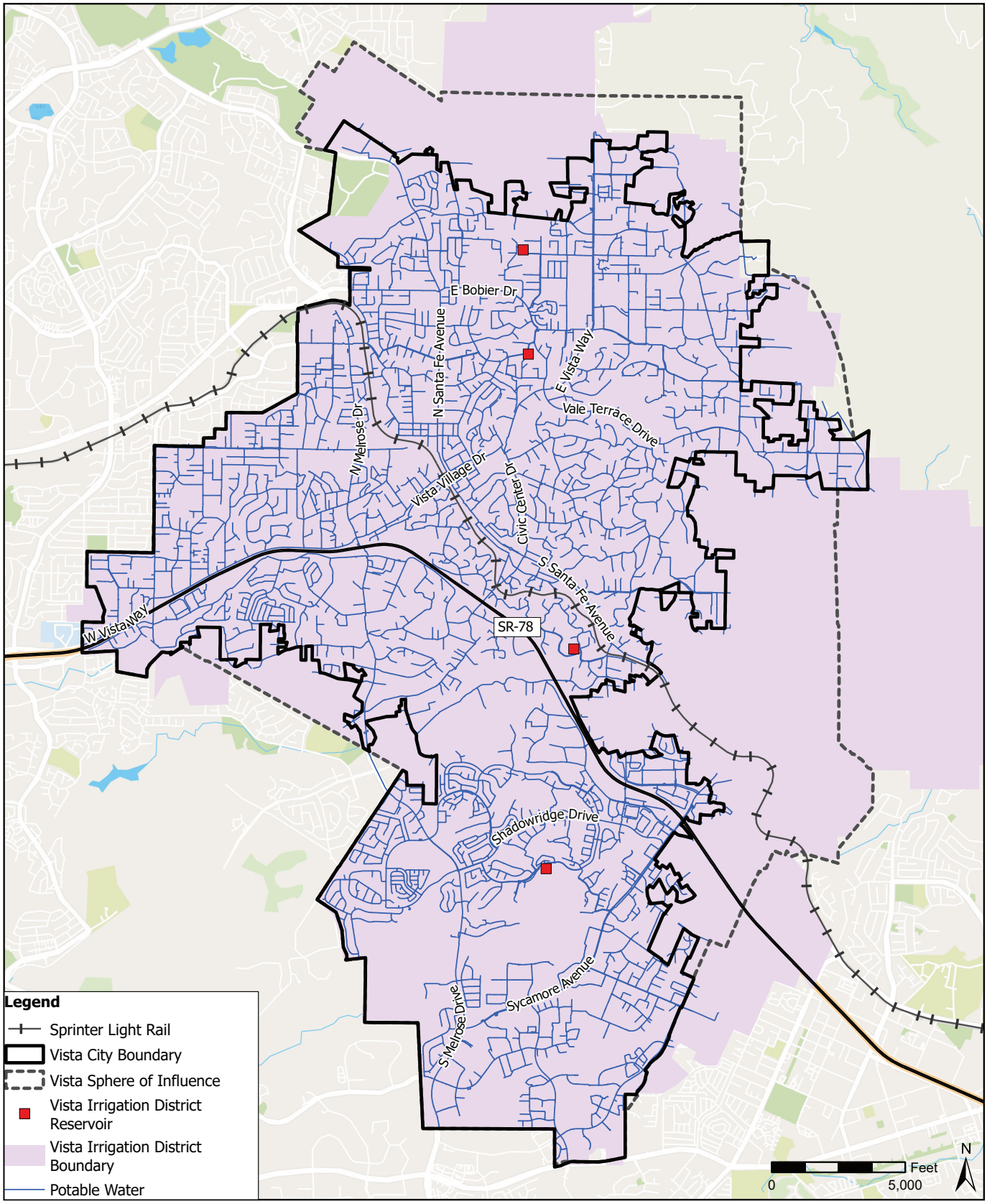
PSFS-14.3 - Promote water conservation programs and use of recycled water to reduce Vista's demand for potable water.

Figure PSFS-9: Drainage Infrastructure



Source: Esri, USGS, City of Vista

Figure PSFS-10: Water Supply



Source: Esri, USGS, City of Vista

7.2.6 Other Public Facilities

In addition to the public facilities and infrastructure already described, the efficient provision of public services is dependent upon support facilities, including the City's Civic Center and maintenance and warehousing facilities. Although not considered "essential" public facilities, amenities such as entry signs, community identifiers, public art, and street furniture serve an important public function by promoting community identity and pride, and market Vista as a good place to live, work, and invest.

PSFS-15.0 Provide and maintain public facilities, including the Civic Center, maintenance and warehouse facilities, as well as City welcome signs and other community identifiers, to serve the citizens of Vista and meet their existing and anticipated needs.

PSFS-15.1 - Provide public facilities that increase the efficiency and effectiveness of City operations and service delivery, and provide user - friendly citizen access.

PSFS-15.2 - Maintain the quantity and quality of public facilities to serve the long -term needs of Vista' s citizens, including consideration of population size and demand.

PSFS-15.3 - Design and construct new public facilities utilizing green building techniques and achieve Leadership in Energy and Environmental Design (LEED) certification.

PSFS-15.4 - As older public facilities are renovated, design and construct the renovations to incorporate green building techniques.



7.2.7 Coordinated Planning and Financing for Public Facilities and Services

The City will use Vista 2050 and various studies to identify necessary projects that ensure community health, safety, and welfare; support land uses; correct deficiencies; and comply with regulations. In addition, Section 65401 of the California Government Code requires proposed public works projects be reviewed annually for conformity with the general plan. Once the needs are identified, the City must prioritize, fund, and implement them in a timely, cost-effective, and responsible manner. This is accomplished through the City's annual budgeting and Capital Improvement Program process, which provides opportunity for citizen input and guides decision-makers while helping them set priorities.

PSFS-16.0 Provide and maintain public infrastructure and utilities that support

PSFS-16.1 - Evaluate existing public infrastructure and utilities to determine deficiencies and identify ongoing maintenance and/or replacement needs, and prioritize and implement them through the Capital Improvement Program and Operations and Maintenance investment.

PSFS-16.2 - Ensure that private development provides its fair share of the cost of public services, improvements, and operations through the application of development impact fees, assessment districts, and/or other appropriate means.

PSFS-16.3 - Review and update Development Impact Fees to ensure adequate public facilities and services are funded to serve new development.

PSFS-16.4 - Utilize the sales tax revenue from Proposition L, the Vista Vital Services Restoration and Protection Measure, to fund community priorities as per input from citizens and direction from the Sales Tax Oversight Committee.

PSFS-16.5 - Continue offering incentives (such as reducing impact fees, providing Development Impact Fee credits to assessment districts for infrastructure improvements, etc.) on a case-by-case basis for proposed commercial or industrial development that can demonstrate the ability to significantly mitigate development impacts through improvement to the economic base of the City, such as sales tax, transient occupancy tax, and job creation.

Table PSFS-2: Summary of Goals and Policies

(E) Existing
(N) New
(R) Revised

PSFS- 1.0 (E)	**Prepare for and provide adequate and effective emergency response services to respond to natural and human-made emergencies and disasters, and acts of terrorism.**
PSFS-1.1 (E)	Maintain compliance with the federal National Incident Management System (NIMS) and State Standardized Emergency Management System (SEMS).
PSFS-1.2 (E)	Update City Emergency Operations Plans to include coordination with Countywide Operations Plans.
PSFS-1.3 (E)	Periodically update the Continuity of City Government Plan to ensure the City continues its essential operations in case of a natural or human-made disaster or catastrophic event.
PSFS-1.4 (E)	Provide and support community education, outreach, and training programs to increase public awareness of natural and human-made emergencies and disasters, particularly for vulnerable communities, including translating disaster preparedness and response messaging into the community's threshold languages and make available in multiple formats.
PSFS-1.5 (E)	Identify and pursue funding opportunities to develop and implement emergency and disaster preparedness activities and programs.
PSFS-1.6 (E)	Identify and post emergency evacuation routes on the City's website and in public locations.
PSFS-1.7 (N)	Ensure completeness and availability of identified emergency supplies and resources to all segments of the population, focusing especially on vulnerable communities, including but not limited to temporary shelter or housing, and items such as medical supplies and services, water main repair parts, generators, pumps, sandbags, road clearing, and communication facilities.
PSFS-2.0 (E)	**Reduce damage, losses, and the risk to the community caused by seismic and other geologic hazards.**
PSFS-2.1 (E)	Design critical public facilities that will function after a major earthquake.
PSFS-2.2 (E)	Encourage seismic strength evaluations of critical facilities in Vista, such as schools and public infrastructure, to identify vulnerabilities and develop actions to upgrade them to meet current seismic standards.
PSFS-2.3 (E)	Discourage development in areas of known slope instability and/or high landslide risk.
PSFS-2.4 (E)	Promote earthquake preparedness within the community by providing information and participating in earthquake awareness programs.
PSFS-2.5 (R)	In areas subject to mudflows and located near development, and where wildfires have removed stabilizing vegetation, implement measures to reduce the likelihood of inundation from mudflows.
PSFS-3.0 (E)	**Reduce damage, losses, and the risk to the community from flooding, other forms of severe weather, dam inundation, and other hydrologic hazards.**
PSFS-3.1 (E)	Disallow sensitive land uses, including but not limited to hospitals, schools, nursing homes, retirement communities, and day care centers within the 100-year floodplain.
PSFS-3.2 (E)	Ensure that any alterations of the natural floodplain, stream channels, and natural protective barriers do not impede or unnaturally redirect floodwaters, increase flood hazards in other areas, or result in increased flood damage.

PSFS-3.3 (E)	Evaluate and make improvements to inadequate storm drain systems, including channels, drains, catch basins, pipes, and inlets, to ensure capacity for maximum runoff flows.
PSFS-3.4 (E)	Identify surface water drainage obstructions for all parts of the City and develop and implement mitigation actions.
PSFS-3.5 (E)	Support or undertake creek corridor restoration projects that manage flooding while restoring native plant species, wildlife habitats, and watersheds.
PSFS-4.0 (E)	**Protect life, property, and the environment from structural, wildland-urban, and wildland fire damage.**
PSFS-4.1 (R)	Require development or projects within very high, high, or moderate fire zones, as designated by the City's Fire Hazard Severity Zones Map, to comply with regulations and/or implement measures to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures.
PSFS-4.2 (E)	Conduct community-wide awareness and education efforts concerning defensible space planning, maintenance, ignition-resistant construction, and landscaping techniques, with a focus on the areas within the Very High Fire Hazard Severity Zone.
PSFS-4.3 (R)	Consult and coordinate with the Vista Fire Protection District and the County in order to support local fire hazard planning and to ensure that development within fire hazard areas in the SOI complies with site design and property maintenance standards to reduce the risk of wildfires.
PSFS-4.4 (R)	Maintain the City's Vegetation Management Program to reduce wildfire hazards in urban and semi-urban areas within Vista.
PSFS-4.5 (N)	Address the needs of vulnerable communities in Vista by prioritizing measures to reduce disproportionate wildfire-related health and safety risks in all communities.
PSFS-4.6 (N)	Ensure that all new and existing residential development in hazard-prone areas has at least two clearly defined emergency evacuation routes, and where two routes are not currently available, identify and prioritize infrastructure improvements, emergency preparedness measures, and funding strategies to enhance evacuation safety.
PSFS-4.7 (N)	Prohibit new residential developments within VHFHSZ, unless it can be demonstrated that the project incorporates fire-resistant design, construction techniques, and enhanced fire protection measures that reduce risk to acceptable levels.
PSFS-4.8 (N)	Ensure all new essential public facilities are located outside the Very High Fire Hazard Severity Zone, when feasible.
PSFS-4.9 (N)	Ensure all re-development in the Very High Fire Hazard Severity Zone complies with current building codes.
PSFS-4.10 (N)	Conduct a comprehensive fire risk assessment before any redevelopment begins after a large fire.
PSFS-4.11 (N)	Require fire protection plans for any new development in the Very High Fire Severity Zones.
PSFS-4.12 (N)	Ensure the City's water supply meets future fire suppression needs.
PSFS-4.13 (N)	Ensure defensible space around structure in fire hazard area consists of 100 feet of fuel modification on each side.
PSFS-4.14 (N)	Require ongoing maintenance of vegetation clearance along public and private roads to reduce wildfire risk and maintain safe emergency access.
PSFS-5.0 (E)	**Provide for the safe use and disposal of hazardous materials and wastes to protect life and property from exposure.**
PSFS-5.1 (E)	Continue to enforce provisions under the zoning ordinance regulating the location of facilities that use, produce, or store hazardous materials or wastes.

PSFS-5.2 (E)	Educate residents about waste-disposal options and the consequences of illegal disposal in order to reduce the generation of household hazardous waste and the amount of such waste that is disposed of inappropriately.
PSFS-5.3 (E)	Require all businesses that generate, handle, use, or dispose of hazardous materials or wastes to post placards in compliance with National Fire Protection Association (NFPA) section 704 requirements.
PSFS-5.4 (E)	Promote the continued operation of the Household Hazardous Waste collection facility to serve the citizens of Vista.
PSFS-6.0 (E)	**Protect persons and property from hazards related to airport operations.**
PSFS-6.1 (E)	Evaluate new development proposals within the Airport Influence Areas (AIAs) of the McClellan-Palomar Airport to ensure that they comply with the applicable compatibility criteria and policies of the Airport Land Use Compatibility Plan (ALUCP).
PSFS-6.2 (E)	Periodically review and comment on updates to the ALUCP of the McClellan-Palomar Airport to ensure that proposed airport operations do not negatively affect people or property within Vista, especially if the safety zones are extended into Vista as a result of increased airport operations.
PSFS-7.0 (E)	**Promote disaster-resistant development.**
PSFS-7.1 (E)	Develop and implement a program to retrofit public buildings within the City that do not meet current building and safety codes and roadways that do not meet road standards.
PSFS-7.2 (E)	Coordinate with San Diego County and Caltrans to identify and correct any structural deficiencies of bridges or overpasses within Vista.
PSFS-7.3 (R)	Evaluate development standards and building codes to determine if higher levels of built-in hazard protection (such as fire protection, fire resistance, earthquake resistance, etc.) are appropriate for new development types, uses, densities, and intensities.
PSFS-7.4 (E)	Continue the practice of having departments provide information pertaining to hazard reduction requirements and measures through the pre-application and development review process.
PSFS-7.5 (N)	Ensure that all residential, commercial and industrial construction and development complies with the statewide Fire Safe Regulations (see CCR, Title 14, Sections 1270 et seq.) relating to roads, water, signing and fuel modification.
PSFS-7.6 (N)	Use public and private funding, where available, to the greatest extent practical to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition.
PSFS-7.7 (N)	Ensure public and private landowners minimize the risk of wildfire moving from wildland areas to developed properties, or from property to property, by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.
PSFS-8.0 (E)	**Reduce crime and opportunities for crime, and protect persons and property from criminal activity.**
PSFS-8.1 (R)	Continue to encourage developers and builders to coordinate with the Sheriff's Department to incorporate building and site design techniques that reduce crime, such as utilizing Crime Prevention through Environmental Design (CPTED) design strategies.
PSFS-8.2 (R)	Increase safety and security in public places and mitigate the perception of blight or crime by providing adequate lighting, maintaining public property and right-of way, maintaining landscaping to maximize visibility and reduce hiding places, and conducting regular police and volunteer (crime watch) patrols.
PSFS-8.3 (R)	Continue to support the Community Oriented Policing concept to reduce and prevent crime.
PSFS-8.4 (R)	Discourage approvals of new liquor stores or other retailers that sell alcohol for off-site consumption in target areas (e. g., high crime areas, near schools, etc.).

PSFS-8.5 (N)	Monitor the retail sales of cannabis within City boundaries.
PSFS-9.0 (E)	**Continue to provide fire protection and related emergency services to protect persons and property from fire and other community hazards.**
PSFS-9.1 (E)	Ensure that the Vista Fire Department has sufficient capacity, stations, personnel, and equipment to meet planned needs within the City and the Vista Fire Protection District.
PSFS-9.2 (R)	Achieve an 8 minute and 55 seconds total response time 90 percent of the time.
PSFS-9.3 (E)	Periodically update the Standards of Response Cover Analysis to evaluate the response time standard, staffing, station locations, and equipment placing relative to call loading, access impediments, and community risks and expectations.
PSFS-9.4 (N)	Evaluate traffic calming proposals to ensure minimum impacts to emergency service response times.
PSFS-9.5 (R)	Place all utility and other service wires underground, with highest priority given to areas of Vista that are most prone to wildfire hazards.
PSFS-10.0 (E)	**Through coordination with State, County, and local Emergency Medical Services Association, provide local control and oversight of pre-hospital emergency medical care through Advanced Life Support Services.**
PSFS-10.1 (E)	Maintain service levels in compliance with State and County protocols.
PSFS-10.2 (E)	Conduct community-wide awareness and education efforts for healthy living, disaster planning, public health issues, and injury prevention.
PSFS-10.3 (E)	Permit private ambulance providers to ensure safe practice, minimize Code Three travel in the City and District, and identify available ambulance resources.
PSFS-10.4 (E)	Encourage and support AED (Automated External Defibrillation) programs.
PSFS-10.5 (E)	Present and support CPR training throughout the City workforce and community.
PSFS-10.6 (E)	Provide and/or oversee emergency medical ground transport.
PSFS-10.7 (E)	Provide and maintain Paramedic Assessment engines seven days a week.
PSFS-10.8 (E)	Assure compliance with policies, procedures and protocols for medical control as established by San Diego County EMS.
PSFS-10.9 (E)	Ensure secure patient record keeping that complies with the Health Insurance Portability and Accountability Act (HIPAA) and confidentially regulations.
PSFS-11.0 (E)	**Continue to provide an adequate level of law enforcement services to protect persons and property from criminal activity and provide a safe community environment.**
PSFS-11.1 (E)	Ensure that the City maintains acceptable ratios of law enforcement personnel per population.
PSFS-11.2 (E)	Continue to provide facilities that support community policing and expand opportunities as they arise.
PSFS-12.0 (E)	**Continue to provide sanitary sewer facilities to accommodate the safe, efficient, and cost-effective disposal of waste, commensurate with existing and proposed development.**
PSFS-12.1 (E)	Periodically update the Sewer Master Plan when necessitated by changes in District conditions and/or State regulations.

PSFS-12.2 (E)	Utilize updated management tools to efficiently manage operations and maintenance (O&M) and capital improvement projects, and more equitably assess rates and connection fees.
PSFS-12.3 (E)	Implement prioritized projects for inclusion in the CIP within the recommended time frames to address all known deficiencies and minimize sanitary sewer overflows (SSOs).
PSFS-13.0 (E)	**Continue to provide drainage facilities to adequately collect surface runoff to mitigate flooding and improve water quality.**
PSFS-13.1 (E)	Ensure that the storm drain system is adequate to accommodate intensification and/or redevelopment of uses as identified in the Land Use and Community Identity Element.
PSFS-13.2 (E)	Develop and periodically update a Drainage Master Plan, including Storm Drain Master Plans (SDMPs) for each of the watersheds.
PSFS-13.3 (E)	Monitor, maintain, and update as appropriate established minimum standards and design criteria for the safe and efficient collection of surface runoff.
PSFS-13.4 (E)	Implement prioritized projects from the SDMPs for inclusion in the CIP.
PSFS-14.0 (E)	**Continue to ensure that the City has an adequate, safe, and reliable water supply to meet the existing and planned needs of the community.**
PSFS-14.1 (E)	Coordinate with the Vista Irrigation District (VID) to update its Urban Water Management Plan during the regular update cycle.
PSFS-14.2 (E)	Coordinate with VID to conduct assessments of water supply to determine if water supplies are adequate to serve the demand generated by projects.
PSFS-14.3 (E)	Promote water conservation programs and use of recycled water to reduce Vista's demand for potable water.
PSFS-15.0 (E)	**Provide and maintain public facilities, including the Civic Center, maintenance and warehouse facilities, as well as City welcome signs and other community identifiers, to serve the citizens of Vista and meet their existing and anticipated needs.**
PSFS-15.1 (E)	Provide public facilities that increase the efficiency and effectiveness of City operations and service delivery, and provide user-friendly citizen access.
PSFS-15.2 (E)	Maintain the quantity and quality of public facilities to serve the long-term needs of Vista's citizens, including consideration of population size and demand.
PSFS-15.3 (E)	Design and construct new public facilities utilizing green building techniques and achieve Leadership in Energy and Environmental Design (LEED) certification.
PSFS-15.4 (E)	As older public facilities are renovated, design and construct the renovations to incorporate green building techniques.
PSFS-16.0 (E)	**Provide and maintain public infrastructure and utilities that support existing and planned land uses and development in a cost-effective and responsible manner.**
PSFS-16.1 (R)	Evaluate existing public infrastructure and utilities to determine deficiencies and identify ongoing maintenance and /or replacement needs, and prioritize and implement them through the Capital Improvement Program and Operations and Maintenance investment.
PSFS-16.2 (E)	Ensure that private development provides its fair share of the cost of public services, improvements, and operations through the application of development impact fees, assessment districts, and/or other appropriate means.
PSFS-16.3 (N)	Review and update Development Impact Fees to ensure adequate public facilities and services are funded to serve new development.

PSFS-16.4 (E)	Utilize the sales tax revenue from Proposition L, the Vista Vital Services Restoration and Protection Measure, to fund community priorities as per input from citizens and direction from the Sales Tax Oversight Committee
PSFS-16.5 (E)	Continue offering incentives (such as reducing impact fees, providing Development Impact Fee credits to assessment districts for infrastructure improvements, etc.) on a case-by-case basis for proposed commercial or industrial development that can demonstrate the ability to significantly mitigate development impacts through improvement to the economic base of the City, such as sales tax, transient occupancy tax, and job creation.

CHAPTER 8

Housing Element



9

CHAPTER 9

Implementation


CYCLE 1
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9 Implementation

This chapter provides guidance on implementing Vista 2050, serving as a strategic roadmap for the City. It guides the prioritization of initiatives, allocation of resources, and coordination across various departments and agencies. Effective implementation will require the collaboration of City elected officials, commission and committee members, staff, and the public to put the adopted Vista 2050 goals and policies into practice. The City will prepare new and update existing plans, permits, procedures, agreements, and ordinances to establish the regulatory framework needed to accomplish the General Plan's programs and actions.

Additionally, a plan for physical improvements and capital projects, along with conditions such as development impact fees during the development review process, is necessary for successful implementation. This process also includes planning and outreach initiatives and coordination with other organizations and local, regional, and state agencies. Prioritizing actions and programs annually over the 20-year life of the General Plan ensures that the overall direction set forth is translated from general ideas into concrete actions.

9.1 Maintenance and Monitoring

9.1.1 Amendments to Vista 2050

Amendments to Vista 2050 are essential for maintaining its relevance and effectiveness in guiding the City's growth and development. The amendments may include policy revisions, updates to the Land Use map, or other necessary adjustments needed to respond to the changing needs of the community and State Legislation. The process involves a comprehensive review to ensure that proposed changes align with the overall vision for Vista 2050, including public hearings and environmental assessments. Public participation is a key component, allowing residents and stakeholders to provide input and feedback.

9.1.2 Review Period

The City commits to conducting a review of its progress in implementing Vista 2050 on a regular basis.

9.2 Implementation Authority

9.2.1 City Council

As the legislative body of the City, the City Council is responsible for adopting Vista 2050 and any subsequent amendments. They are responsible for enacting ordinances and policies that align with Vista 2050's goals and policies. Vista Council is responsible for approving development projects, zoning changes, and public investments, ensuring that these actions conform to the vision and objectives of Vista 2050.

9.2.2 Planning Commission

The Planning Commission acts as an advisory body to the City Council, playing a critical role in the implementation of Vista 2050. They review and provide recommendations on proposed developments, zoning changes, and amendments to Vista 2050. The Planning Commission conducts public hearings, gathers community input, and ensures that proposed projects and policy changes adhere to the General Plan's framework. Their oversight will help maintain consistency and alignment with the City's long-term planning goals outlined in Vista 2050.

9.2.3 Community Development Department

The Community Development Department is the operational arm responsible for the day-to-day implementation of Vista 2050. They also manage the application and permitting processes, provide technical support to the Planning Commission and City Council, and engage with the community to gather input and address concerns. By overseeing the practical application of Vista 2050, the Community Development Department ensures that development activities are carried out in a coordinated and efficient manner.

9.2.4 City Engineering Department

The Engineering Department plays a crucial role in the implementation of a General Plan by ensuring that infrastructure improvements align with the city's long-term vision for growth and development. This Department is responsible for assessing and designing the City's transportation network, including roads, bike lanes, and pedestrian pathways, that enhance connectivity and mobility throughout the community. The Department also identifies necessary upgrades and mitigation measures related to new developments while maintaining safe and efficient mobility for all users. They manage the Capital Improvement Plan. This Department conducts detailed reviews of development proposals and coordinates with other departments regarding implementation and prioritization of capital improvements, ensuring compliance with Vista 2050. Additionally, the Engineering Department collaborates with other city departments to integrate land use planning with transportation planning, ensuring that infrastructure investments are strategically aligned with the goals of the General Plan. This collaborative approach not only supports the smooth implementation of the plan but also helps create a cohesive, sustainable urban environment that meets the needs of current and future residents.

9.3 Implementation Framework

A general plan is ineffective if not well implemented. Implementation relies on integrating the policy framework into City processes. The Implementation Framework below establishes a program for continued action, community engagement, and monitoring of progress of Vista 2050. The Implementation Framework identifies a complete list of implementation actions with an identification of the timing, estimated cost, responsible party or agency, and other the projected timeline for implementation. Short refers to anticipated completion within the next 5 years; medium refers to completion within 5 to 10 years; and long refers to completion within 10 to 15 years.

Table IMP-1: Implementation Framework

Implementing Actions	Relevant Policies	Timing	Responsible Department
Streamline sustainable infill, transit-oriented, and affordable housing development applications, particularly in Opportunity Areas.	LUCI-1.0, LUCI-1.2, LUCI-1.3, LUCI-2.0, LUCI-3.0, LUCI-4.0	Ongoing	Community Development Department
Include tailored incentives for projects that meet sustainable design criteria, improve compatibility with existing neighborhoods, and prioritize pedestrian-oriented streetscapes.	RCS-1.1	Ongoing	Community Development Department
Update the Downtown Vista Specific Plan to align density and Floor Area Ratios with the General Plan and create flexible provisions for developments that demonstrate community or fiscal benefits. This will support policy goals of fostering transit-oriented and mixed-use development and facilitate higher land use intensities near transit hubs and corridors.	LUCI-3.5	Short	Community Development Department
Update Zoning Code to reflect the changes from Vista 2050.	LUCI-1.3, LUCI-1.4	Short	Community Development Department
Implement a system of pathways and directional signage to link residential areas, transit, and key amenities in the Opportunity Areas, enhancing accessibility and promoting neighborhood connectivity.	LUCI-4.5, LUCI-5.2, LUCI-5.4, CM-1.7, CM-5.3	Short, Ongoing	Engineering Department
Implement Complete Streets principles into all applicable CIP projects, especially where road redesign efforts align with community or activity center nodes.	CM-3.3, CM-5.6,	Medium, Ongoing	Engineering Department
Implement transportation related improvements identified in the Capital Improvement Programming process.	LUCI-5.4, CM-1.8, CM-3.1, CM-3.4, CM-3.5, CM-4.4, CM-5.2	Short, Ongoing	Engineering Department
Integrate multi-modal projects into the Capital Improvement Programming process, focusing on opportunity areas and high-density areas.	CM-1.8, CM-3.1, CM-3.2, CM-4.1	Short, Ongoing	Engineering Department
Explore developing additional carpool and park-and-ride sites near transit hubs and freeway exits, with support for TDM programs in business parks and commercial centers.	CM-7.6	Medium	Community Development Department, Engineering Department
Work collaboratively with NCTD and SANDAG to add infrastructure such as bus turnouts and shelters for transit-dependent neighborhoods and employment centers.	CM-2.4	Medium, Ongoing	Engineering Department
Encourage consolidated and shared parking in commercial districts and require a Parking Management Plan for new high-density developments to support the use of alternative transportation.	CM-9.2, CM-9.3	Short, Ongoing	Community Development Department
Prepare a comprehensive multi-modal transportation plan to establish the blueprint for the implementation of a connected and accessible transportation network.	CM-5.4, CM-5.5	Ongoing	Engineering Department
Integrate pedestrian and bicycle crossing features, such as curb extensions and refuge islands, at high-traffic intersections to improve safety.	CM-1.9, CM-5.2	Short, Ongoing	Engineering Department

Pursue TransNet and other regional funding to support grade-separated rail crossings, studies, and multi-modal facility upgrades .	CM-7.1, CM-7.4	Ongoing, Long	Engineering Department
Identify high-risk dust-generating zones within the city and prioritize them for dust suppression measures, such as planting native vegetation, using erosion control mats, or applying non-toxic dust suppressants.	RCS-1.2, HV-7.1	Medium	Community Development Department - Climate Action Planning
Ensure regular monitoring of air quality in areas that are prone to soil erosion from the wind.	RCS-1.2	Ongoing	Community Development Department - Climate Action Planning
Publish an annual GHG summary report highlighting progress, challenges, and areas for improvement, making it accessible to the public to promote transparency and accountability.	RCS-2.1, RCS-2.2,	Ongoing	Community Development Department - Climate Action Planning
Support community-based organizations and education campaigns that encourage residents to adopt regular clean-ups, pollution prevention workshops, and monitoring activities along key watersheds.	RCS-3.1, RCS-3.3	Ongoing	Community Development Department - Climate Action Planning
Implement the Agua Hedionda Watershed Management Plan and develop and implement watershed and vegetation management plans for Agua Hedionda Creek and Buena Vista Creek, including their major tributaries, subject to available funding.	RCS-3.2	Medium	Engineering Department - Stormwater and Water Quality Protection Division - Emergency Services Department
Utilize demonstration projects and install interpretive signage at City-owned facilities, such as rain gardens, permeable paving, green roofs, and bioswales, to reduce runoff and improve water quality.	RCS-3.3	Medium	Engineering Department -Stormwater and Water Quality Protection Division
Encourage new developments adjacent to water bodies to provide vegetative buffer zones. Develop clear guidelines for buffer design, including native plant recommendations and maintenance standards.	RCS 3.4, RCS-3.6	Ongoing	Community Development Department
Partner with VID to expand existing water conservation programs and provide rebates for water-saving fixtures, drought-resistant landscaping, and irrigation system upgrades for residents and businesses.	RCS-4.1	Medium	Engineering Department -Stormwater and Water Quality Protection Division
Replace water-intensive plants with native, drought-resistant species in parks, medians, and other public areas, reducing the overall need for irrigation.	RCS-4.2	Ongoing	Public Works Department
Collaborate with Caltrans to assess potential areas along SR-78 where reclaimed water infrastructure can be expanded, supporting irrigation for landscaping along the corridor.	RCS-4.3	Medium	Engineering Department - Stormwater and Water Quality Protection Division
Collaborate with local schools and community organizations to create volunteer days for habitat restoration, invasive species removal, and educational activities addressing watershed health, creek corridor stewardship, and wildfire hazards.	RCS-5.3	Ongoing	Community Development Department - Emergency Services Department
Conduct an inventory of trees on public properties, identifying opportunities for planting additional native and drought-tolerant trees to expand the urban forest.	RCS-5.4	Short	Public Works Department

Engage the community in an "Adopt-a-Tree" program, where residents and businesses can sponsor tree planting and care, particularly in areas with low tree coverage.	RCS-5.4	Medium	Public Works Department
Monitor infrastructure projects for compliance with habitat preservation guidelines and provide technical support to project managers on eco-friendly design approaches.	RCS-5.6	Ongoing	Public Works Department
Assign a City staff member to act as a regional liaison for implementation of the Multiple Habitat Conservation Plan.	RCS-6.1, RCS-6.2, RCS-6.4, RCS-6.5, RCS-6.6	Short	Community Development Department
Identify and prioritize open space areas that serve as essential linkages for wildlife movement.	RCS-7.1	Short	Community Development Department
Create guidelines for public access that allow for recreational use while minimizing ecosystem impacts. This includes establishing designated trails and installing educational signage to raise awareness about conservation efforts in the area.	RCS-7.2	Short	Community Development Department
Develop a needs analysis in conjunction with the Parks and Recreation Commission, citizens, organizations, volunteer groups, and community partners to identify and provide needed park, recreation, trail, and open space amenities that address changes in the City's population and demographics.	RCS-8.1, RCS-8.3, HV-9.3, HV-9.4	Ongoing	Community Development Department, Recreation & Community Services
Collaborate with local land trusts and environmental organizations to secure open space and parkland, especially in regions with limited green space access.	RCS-8.4, RCS-8.5	Ongoing	Community Development Department
Consider developing an acquisition and funding strategy that includes a mix of public-private partnerships, grant opportunities, and possible incentives for developers to contribute to parkland in new developments.	RCS-8.2	Long	Community Development Department, Recreation & Community Services
Pursue grant funding or sponsorships for diverse programming, including concerts, seasonal events, and art installations in parks and public spaces.	RCS-9.1, RCS-9.4, RCS-9.6	Ongoing	Recreation & Community Services
Expand services and facility space at the McClellan Senior Center based on projected population growth and specific senior needs, such as health and wellness programs.	RCS-9.3	Short	Recreation & Community Services
Develop a master plan for the creek corridor that incorporates trails, pedestrian and bicycle access, native landscaping, and improved crossings.	RCS-9.8	Medium	Community Development Department, Engineering Department, Recreation & Community Services
Conduct an assessment of the Wave Waterpark and other recreational facilities to identify areas for modernization, such as updated pools, energy-efficient systems, and new attractions.	RCS-9.5	Short	Recreation & Community Services
Partner with local schools, historical societies, and cultural organizations to develop an annual visit to historical sites, such as Rancho Buena Vista Adobe.	RCS-10.1	Ongoing	Recreation & Community Services
Provide incentives, such as grants or tax relief, to support private owners in maintaining and preserving designated historic buildings.	RCS-10.2, RCS-10.4	Medium	Community Development Department

Continue guidelines for a formal consultation process with local tribes and City staff to be initiated during the early stages of development, for projects requiring City approval in culturally or archeologically sensitive areas.	RCS-10.3, RCS-11.1	Ongoing	Community Development Department
Consider a rebate program to cover a portion of retrofit costs, with priority given to projects that exceed California Green Building Code energy standards.	RCS-12.1	Long	Community Development Department
Conduct a citywide energy audit of municipal facilities and prepare a phased action plan targeting areas for efficiency improvements.	RCS-12.3, RCS-12.4	Short	Public Works Department
Host annual workshops led by energy experts to keep staff updated on new technologies and practices.	RCS-12.5	Ongoing	Community Development Department - Climate Action Planning
Address compliance with Assembly Bill 39 through the City's next Climate Action Plan update, including evaluation of electrification strategies consistent with state law and local implementation capacity.	RCS-12.0	Medium	Community Development Department - Climate Action Planning
Require developers to submit a Green Building Code compliance checklist as part of the permitting review process, with specific metrics for energy, water, and waste management.	RCS-12.6	Short	Community Development Department
Launch a local awareness campaign using social media to educate residents and businesses about the benefits of organic waste diversion, and waste reduction.	RCS-13.1, RCS-13.3	Short	Public Works Department, Communications
Participate in regional and/or county collaborative health and wellness initiatives, such as the Healthy People 2020 Initiative for San Diego County, Call to Action for Childhood Obesity, San Diego County), Walk San Diego, Vista Community Clinic and/or other initiatives.	HV-1.1	Ongoing	Recreation & Community Services
Require new developments to use signage to implement tobacco free outdoor spaces outside of their buildings.	HV-1.2	Ongoing	Community Development Department
Continue to implement the City's Safe Routes to school program to promote safe routes for walking and biking to school.	HV-1.3, CM-1.6	Ongoing	Engineering Department
Conduct a city-wide survey to identify underutilized public space that may be converted into space for urban agriculture.	HV-2.1	Short	Community Development Department
Research community garden goals or standards for other similar jurisdictions.	HV-2.2	Medium	Community Development Department
Collaborate with market organizers to maintain and expand the weekly farmers' market, ensuring it meets community needs.	HV-2.3	Ongoing	Economic Development
Source additional funding to expand the food service through the Senior Center and other parts of the community.	HV-2.5	Medium	Recreation & Community Services
Collaborate directly with local health care organizations to encourage provision quality healthcare and medical/dental services within Vista boundaries.	HV-3.1, HV-3.2, HV-3.3, HV-3.4	Ongoing	Senior Services
Integrate diversity and inclusion standards into City operations. Ensure City staff are adequately trained.	HV-4.1, HV-4.2, HV-5.3	Ongoing	City Manager, All Departments
Continue notification of civic engagement opportunities (i.e. number of days before the event citizens need to be notified).	HV-5.1, HV-5.3	Ongoing	Communications
Collaborate with local schools, nonprofits, and faith-based organizations to distribute information about	HV-5.2, HV-5.3, HV-5.4	Ongoing	Communications

Create additional community events that specifically support public arts and culture and partnerships with local community based organizations (i.e. mural festival).	HV-6.1, HV-6.2	Short	Recreation & Community Services
Consider small grants program for community groups to organize events or activities that celebrate cultural heritage and youth activities, making it easier for local organizations to participate.	HV-6.1, HV-6.2	Medium	Recreation & Community Services
Collaborate with developers who incorporate murals, sculptures, or other forms of public art into their projects.	HV-6.4	Ongoing	Community Development Department
Consider a fee structure for new development projects, directing funds to a dedicated public art fund to support future installations.	HV-6.4	Medium	Community Development Department
Require health risk assessments for projects generating significant pollutants, with mitigation plans to reduce any identified risks.	HV-7.2, HV-7.3	Ongoing	Community Development Department
Offer incentives, such as density bonuses or expedited permitting, for developments along multi-modal corridors.	HV-7.4	Ongoing	Community Development Department
Use CDBG funds to support affordable housing projects and create incentives for developers to prioritize affordable units in housing-insecure areas.	HV-8.3	Ongoing	Community Development Department
Work with NCTD to improve access routes, signage and provide enhanced features at transit stops for mobility-challenged populations.	HV-9.2, CM-2.1, CM-2.4	Short, Ongoing	Engineering Department
Partner with local businesses and community colleges to create job training programs focused on high-demand industries offering self-sufficient wages.	HV-9.6	Long	Recreation & Community Services, Economic Development
Require an acoustical analysis by a qualified engineer for any proposed noise-sensitive development in impacted areas to assess compliance with California Title 24 noise insulation standards and other mitigation needs.	NOI-1.2	Short, Ongoing	Community Development Department
Require the inclusion of green spaces, trees, and landscaping buffers between high-noise roadways and noise-sensitive developments to naturally absorb noise through development standards.	NOI-1.3, NOI-1.4	Short, Ongoing	Community Development Department
Conduct a study on establishing quiet zones at key rail crossings to minimize noise from train horns, prioritizing residential areas and public crossings near schools or hospitals.	NOI-1.6, NOI-1.7, NOI-1.8	Medium	Engineering Department
Coordinate with Caltrans to identify locations along SR-78 where noise attenuation devices, like sound barriers, could be installed to reduce noise impacts on adjacent neighborhoods.	NOI-1.5	Long	Engineering Department
Conduct an annual review of the City's Emergency Operations Plan to incorporate updates from countywide operations plans and address any new emergency management guidelines from NIMS and SEMS.	PSFS-1.1, PSFS-1.2, PSFS-1.3	Short	Emergency Services Department
Develop disaster preparedness materials in multiple languages and formats (e.g., print, social media, video) to reach diverse community groups and ensure accessibility.	PSFS-1.4	Short	Emergency Services Department

Develop a community outreach plan to host workshops and community drills on emergency preparedness topics, such as evacuation procedures, first aid, and earthquake readiness, with a focus on engaging vulnerable populations.	PSFS-1.4, PSFS-2.4	Short	Emergency Services Department
Develop a citywide evacuation route map to identify gaps where residential areas are underserved by emergency routes. Prioritize infrastructure improvements to enhance emergency access in these areas.	PSFS-4.3, PSFS 4.6	Short	Community Development Department, Emergency Services Department
Develop and implement a vegetation management and fuel reduction plan for creek corridors to reduce wildfire risk, support habitat health, and improve long-term maintenance and resilience, subject to available funding.	PSFS-4.4, PSFS-4.13	Medium	Community Development Department, Emergency Services Department
Publish updated evacuation routes on the City's website and in public locations, such as community centers and libraries, and distribute printed maps to residents in high-risk areas.	PSFS-1.6	Short	Emergency Services Department
Encourage homeowner associations and residential communities to become Firewise communities by providing education, technical guidance, and coordination with state and regional fire prevention programs, subject to available funding and resources.	PSFS-4.3	Short	Community Development Department, Emergency Services Department
Partner with local schools, businesses, and neighborhood associations to conduct evacuation drills, educating residents on primary and alternative routes in case of road closures or obstructions	PSFS-1.4	Short	Emergency Services Department
Require detailed geotechnical assessments for any proposed developments in or near areas of slope instability, prohibiting construction where landslide risks are significant.	PSFS -2.3	Ongoing	Engineering Department
Offer grants or resources for replanting vegetation on slopes where wildfires have removed stabilizing plants, helping to prevent mudflows.	PSFS-2.5	Ongoing	Engineering Department
Regularly update floodplain mapping and ensure it is available to members of the public.	PSFS-3.1	Ongoing	Engineering Department
Conduct regular assessments and maintenance of the City's stormwater system, identifying areas with inadequate capacity, such as undersized pipes and blocked drains.	PSFS-3.3, PSFS-3.4	Ongoing	Engineering Department - Stormwater and Water Quality Protection Division
Partner with environmental organizations to undertake restoration projects that stabilize creek banks, reintroduce native plant species, and enhance flood management.	PSFS-3.5	Medium	Engineering Department - Stormwater and Water Quality Protection Division
Conduct a hazard vulnerability assessment for all existing and planned residential developments to determine evacuation route availability.	PSFS-4.3, PSFS 4.6	Short	Community Development Department, Emergency Services Department
Distribute educational materials through mailers, social media, and community events to raise awareness of defensible space requirements and ignition-resistant home improvements, focusing on Very High Fire Hazard Severity Zones.	PSFS-4.2, PSFS-4.5	Ongoing	Emergency Services Department, Communications

Require all new developments in high-risk areas to include at least two emergency evacuation routes in the development plan. If routes are not feasible, consider alternative emergency planning measures, such as fire-safe building design or enhanced warning systems.	PSFS-4.3, PSFS 4.6, PSFS-7.5	Ongoing	Community Development Department, Fire Department, Emergency Services Department
Develop a plan addressing long term maintenance of fire hazard reduction projects, including community fire breaks and private road and public road clearance.	PSFS-4.3	Ongoing	Emergency Services Department, Fire Department
Define the minimum standards for evacuation of residential areas in VHFHSZs.	PSFS-4.3	Short	Emergency Services Department, Fire Department
Conduct a survey to identify inadequate access/evacuation routes and identify mitigation measures or improvement plans.	PSFS-4.3	Short	Emergency Services Department, Engineering Department
Create a public outreach campaign to inform residents about evacuation routes and mitigation measures.	PSFS-4.3	Short	Emergency Services Department, Communications
Develop a plan to identify future water supply for fire suppression needs.	PSFS-4.3, PSFS-4.12	Short	Public Works Department, Fire Department
Continue to look for methods for residents to report any concerns related to hazardous materials in their neighborhoods, ensuring timely investigation and response.	PSFS-5.1, PSFS-5.2	Short	Public Works Department
Launch a public awareness campaign, including workshops, social media posts, and flyers, educating residents on safe disposal methods for household hazardous waste like batteries, paint, and chemicals.	PSFS-5.2, PSFS-5.4	Short	Public Works Department, Communications
Perform routine inspections to verify that businesses handling hazardous materials are posting NFPA 704 placards visibly and accurately to inform emergency responders and the public.	PSFS-5.3	Ongoing	Community Development Department
Offer grants or low-interest loans to private property owners for retrofitting structures with fire-resistant materials and maintaining defensible space.	PSFS-7.6, PSFS-7.7	Medium	Emergency Services
Provide information about building to Crime Prevention through Environmental Design standards on the City's website.	PSFS-8.1	Shrot	Community Development Department, Law Enforcement, Communications
Review current design standards to ensure they are consistent with Crime Prevention through Environmental Design standards and general safety standards (i.e. lighting, limiting hiding places etc.).	PSFS-8.2	Short	Community Development Department, Law Enforcement
Regularly assess staffing levels, station locations, and equipment needs in alignment with the Standards of Response Cover Analysis to maintain efficient coverage.	PSFS-9.1, PSFS-9.2, PSFS-9.3, PSFS-11.1, PSFS-11.2	Ongoing	Fire, Law Enforcement
Offer regular CPR and AED training sessions for City employees and community members.	PSFS-10.2	Ongoing	Fire, Human Resources
Identify wildfire-prone neighborhoods and create a phased plan for undergrounding utilities in these areas.	PSFS-9.5	Long	Community Development Department, Fire

Establish a review schedule for important infrastructure service plans.	PSFS-12.1, PSFS-13.1, PSFS-13.2, PSFS-16.1	Medium	Public Works Department
Collaborate with nearby communities for knowledge sharing opportunities on infrastructure best practices and updated management tools.	PSFS-12.2	Ongoing	Public Works Department
Create prioritized action plan for CIP projects.	PSFS-12.3, PSFS-13.4	Ongoing	Public Works Department
Work collaboratively with Vista Irrigation District to ensure its Urban Water Management Plan is up to date and meets demands.	PSFS-14.1, PSFS-14.2	Ongoing	Engineering Department – Stormwater and Water Quality Protection Division
Regularly assess and upgrade facilities to improve accessibility for all citizens, including digital access options for online service requests.	PSFS-15.1, PSFS-15.2	Ongoing	Public Works
Integrate LEED certification requirements and green building practices in the design phase of new public facilities, emphasizing energy efficiency, water conservation, and sustainable materials.	PSFS-15.3, PSFS-15.4	Ongoing	Community Development Department, Public Works, Engineering Department
Review and adjust Development Impact Fees periodically to reflect current costs for necessary public services and infrastructure.	PSFS-16.2, PSFS-16.3	Ongoing	Community Development Department, Engineering Department
Create a Community Wildfire Protection Plan with the Fire District and City of Vista as separate annexes to allow the City to request and be eligible for fuel reduction grant funding.	PSFS-4.0	Medium	Fire Department, Community Development Department

GLOSSARY

KEY ACRONYMS

CAAQS - California Ambient Air Quality Standards

CARB - California Air Resources Board

CDC- Center for Disease Control and Prevention

CDD – Community Development Department

CESA - California Endangered Species Act

CEQA - California Environmental Quality Act

CFC – California Fire Code

CFGC - California Fish and Game Code

CDFW - California Department of Fish and Wildlife

CNDDB - California Natural Diversity Database

CNEL- Community Noise Equivalent Level

CNPS - California Native Plant Society

CO - Carbon Monoxide

CWPP – Community Wildfire Protection Plan

dB - decibels

dBA - A-weighted decibel scale

DPM - Diesel Particulate Matter

EDCO - Escondido Disposal Corporation

EOP – Emergency Operations Plan

ESA - Federal Endangered Species Act

FEMA-Federal Emergency Management Agency

FHSZs – Fire Hazard Severity Zones

FIRM - Flood Insurance Rate Map

FPA - Focused Planning Area

FRA – Federal Responsibility Area

GHG-greenhouse gas

HAZWOPER - Hazardous Waste Operations and Emergency Response

HMP-Multi Jurisdictional Hazard Mitigation Program

Hz - hertz

L90 - measured energy-averaged 90th percentile noise levels

L50 - measured energy-averaged 50th percentile noise levels

L10 - measured energy-averaged 10th percentile noise levels

Leq - equivalent noise level over a given period

Ldn - day–night average noise level

Lmax - measured energy-averaged maximum

Lmin - measured energy-averaged minimum

Ln - statistical sound level

LT - long-term noise measurement

LRA – Local Responsibility Area

MHCP-Multiple Habitat Conservation Program

NAAQS - National Ambient Air Quality Standards

NEHRP - National Earthquake Hazards Reduction Program

NO2 - Nitrogen Dioxide

NOx - Oxides of Nitrogen

O3 - Ozone

OSHA - Occupational Safety and Health Administration

PCB's-polychlorinated biphenyls

PM 2.5 - Particulate matter with an aerodynamic diameter less than or equal to 2.5 microns

PM10 - Particulate matter with an aerodynamic diameter less than or equal to 10 microns

PPV - Peak particle velocity - defined as the maximum instantaneous peak of the vibration signal

ROG - Reactive Organic Gasses

RWQCB - Regional Water Quality Control Board

SDAB-San Diego Air Basin

SDAPCD-San Diego Air Pollution Control District

SDG&E-San Diego Gas and Electric

SFHA - Special Flood Hazard Area

SO2 - Sulfur Dioxide

SOx - Sulfur Oxides

SRA – State Responsibility Area

ST- short-term noise measurements

USACE - U.S. Army Corps of Engineers

USFWS - U.S. Fish and Wildlife Service

VCC - Vista Community Clinic

VdB - Decibel notation. VdB is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration

VFD – Vista Fire Department

VFPD – Vista Fire Protection District

VID-Vista Irrigation District

KEY TERMS

15-Minute Neighborhood. An urban planning concept in which most daily necessities and services, such as work, shopping, education, healthcare, and leisure can be easily reached by a 15-minute walk, bike ride, or public transit ride from any point in the city.

Age-Undetermined Faults. Faults where the recency of fault movement has not been determined.

Annexation. The process by which land is incorporated into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Carcinogen. Any substance that can cause cancer.

Carbon Dioxide (CO2). An odorless and colorless GHG emitted from natural sources, such as the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out-gassing. Anthropogenic (man-made) sources include the burning of fossil and other fuels (e.g., coal, oil, natural gas, wood).

Climate Change Adaptation. Adjustment or preparation of natural or human systems to a new or changing environment which moderates harm or exploits beneficial opportunities.

Climate Change. Long-term changes in temperature, precipitation, and other elements of the Earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHGs, particularly those generated from the human production and use of fossil fuels.

City Limits. A political boundary that defines land that has been incorporated into the city.

Cretaceous Age. A period occurring between 145.5 and 65.5 million years ago, preceded by the Jurassic age. The extinction of the dinosaurs marked the end of this age.

Community Character. Community character is the essence of a place, as shaped by physical and intangible elements.

Density. The number of permanent residential dwelling units per acre of land. Densities specified in the existing General Plan are expressed in units per net acre.

Development Code. The adopted zoning, subdivision, and planning regulations of a city or county that establish development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Defensible Space. Defensible space is the managed space around a structure that is designed and maintained to reduce the risk of damage to the structure from wildfires.

Eocene Age. This period began 56 million years ago and ended 33.9 million years ago.

Exposure Pathway. The route through which a chemical can enter the body (e.g., through the skin, inhaling, ingesting).

Floor Area Ratio (FAR). The relationship between the total amount of usable floor area of a building and the total area of the building site.

Fuel. Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel sources are diverse and include everything from dead tree leaves, twigs, and branches to dead standing trees, live trees, brush, and cured grasses.

General Plan. A document designed to guide the future growth and change of a city, town, or county and typically includes a vision for the future, with long-range goals, policies, and programs for all activities that affect the local agency.

Greenhouse Effect. The Earth's natural warming process. Certain atmospheric gases that trap heat in the atmosphere, causing the greenhouse effect, are referred to as GHGs.

Greenhouse Gases (GHGs). Gases that contribute to the greenhouse effect. Some GHGs such as carbon dioxide (CO2) occur naturally, and are emitted to the atmosphere through natural processes and human activities. Other GHGs (e.g., fluorinated gases) are created and emitted solely through human activities. The principal GHGs that enter the atmosphere because of human activities include: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), chlorofluorocarbons (CFCs), and fluorinated gases (hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6).

Greenhouse Gas (GHG) Inventory. An accounting of the amount of GHGs emitted to or removed from the atmosphere over a specific period of time (e.g., one year) for a specified area.

Groundwater. Water that exists beneath the land surface in openings (space) between soil and rock. It does not include water residue from underground mining.

Hazardous Material. Any item or agent (biological, chemical, physical) that has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors.

Holocene. The geological epoch that began after the Pleistocene at approximately 9,700 BCE (before common era) and continues to the present time.

Holocene Age. Approximately the last 11,700 years of the Earth's history, since the conclusion of the last major glacial epoch (i.e. "ice age"). Holocene-active faults: Faults that have moved during the past approximate 11,700 years. These faults are capable of surface rupture.

Human-Scaled. The design of environments, buildings, and spaces that are proportioned, structured, and oriented to be comfortable, accessible, and engaging for people. This approach prioritizes dimensions, elements, and features that enhance human experience by considering walking distances, sightlines, building heights, and accessibility. Human-scaled design often emphasizes features that encourage walking, social interaction, and ease of use, creating spaces that feel welcoming and accommodating.

Ignitability. The ability to catch fire; flammable (e.g., lighter fluid, paint remover).

Infill Development. According to the California Governor's Office of Land Use and Climate Innovation, infill development refers to building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. Infill development is critical to accomodating growth and redesigning our cities to be environmentally and socially-sustainable.

Inundation. To become covered with water, especially floodwaters.

Jurassic Age. Extending from 201.3 million to 145 million years ago, this period is marked by substantial continental, plate tectonic and oceanic shifts; significant changes in biological systems; and biological diversity of land and sea ecosystems, including dinosaurs.

Liquefaction. The process by which water-saturated, unconsolidated sediments are transformed into a substance that acts like a liquid, often in an earthquake.

Land Use Designation. A specific geographic designation with associated land use or management policies and regulations.

Land Use Regulation. A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the general plan, as distinct from zoning regulations (which are more specific).

Last Mile Delivery. The final stage of the delivery process, where goods are transported from a local distribution hub or facility to the end user, typically in residential, commercial, or retail areas. This stage focuses on optimizing the efficiency, speed, and cost of the final leg of transportation, which is often the most challenging and resource-intensive due to factors like urban congestion, limited infrastructure, and the demand for timely deliveries.

Local Agency Formation Commission (LAFCO). A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. The San Diego County LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Mixed Use. Parcels of land on which a variety of uses such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with a coherent physical design.

Maximum Buildout. The theoretical limit of development, assuming all land is developed to its highest permitted intensity or density under the plan's policies, and land use designations.

National Flood Insurance Program. The National Flood Insurance Program aims to reduce the impact of flooding on private and public structures. It does so by providing affordable insurance to property owners and by encouraging communities to adopt and enforce floodplain management regulations. These efforts help mitigate the effects of flooding on new and improved structures. Overall, the program reduces the socioeconomic impact of disasters by promoting the purchase and retention of general risk insurance, but also of flood insurance, specifically.

Natural Hazard. A naturally occurring event or phenomenon that has the potential to cause harm to people, property, infrastructure, and the environment. Natural hazards include events such as earthquakes, floods, hurricanes, wildfires, landslides, volcanic eruptions, droughts, and extreme temperatures.

Patio Homes. A form of attached or detached single-family residential development characterized by small private outdoor living areas, such as patios or courtyards, that are oriented toward the interior of the lot or building, rather than the street. Patio homes are typically developed on smaller lots, may share common walls, and are designed to provide higher residential density while maintaining private open space and compatibility with surrounding neighborhoods.

Polychlorinated Biphenyls. Chemicals formerly manufactured for use as coolants and lubricants in transformers, and in other electrical equipment (e.g., fluorescent light ballasts, old televisions). In 1978, production of polychlorinated biphenyls was banned in the United States because accumulation in the environment can cause harmful health effects, including cancer.

Pleistocene Age. A period during which glacial and interglacial climatic climate fluctuations took place. This epoch ended approximately 11,700 years ago.

Pre-Holocene faults. Faults that have not moved in the past 11,700 years. This class of fault may be capable of surface rupture but is not regulated under the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates construction of buildings to be used for human occupancy.

Sensitive Receptor. Pollutant-sensitive members of the population who are especially susceptible to adverse health effects from exposure to toxic air contaminants.

Specific Plan. A planning tool authorized by Government Code Section 65450, et seq., for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence. An area that includes the probable ultimate physical boundaries and service area of the City of Vista.

Spin-Off Effect. the indirect and induced economic benefits that occur when a project stimulates additional business activity, employment, spending, and investment in the local economy, resulting in increased tax revenues beyond those generated by the project itself.

Threshold Languages. Languages identified within a specific area or community as spoken by a significant portion of the population, reaching a minimum percentage or "threshold" set by local, state, or federal guidelines.

Toxic. Toxic materials have the ability to produce injury, illness, or damage to people, domestic animals, or wildlife through ingestion, inhalation, or absorption through the body (e.g., cleaning fluids, pesticides, bleach, drain cleaner).

Vulnerability. The extent to which a natural or social system is susceptible to sustaining damage from climate change, and is a function of the magnitude of climate change, the sensitivity of the system to changes in climate and the ability to adapt the system to changes in climate.

Zoning. The division of a city into districts and the application of different regulations in each district.