



**DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

P24-0164

PROJECT NAME: 552 West Bobier Drive Project

PROJECT LOCATION: 552 West Bobier Drive, southeast of the intersection of Sports Park Way and West Bobier Drive

APN: 161-030-07-00

PROJECT APPLICANT: SWS Engineering, Inc
1635 Lake San Marcos Drive
San Marcos, CA 92078
(760) 744-0011

LEAD AGENCY: City of Vista
Community Development Department
Planning Division
200 Civic Center Drive, Vista, California 92084
Chris Winters, Senior Planner
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PUBLIC REVIEW PERIOD: April 3, 2026, to May 4, 2026

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Chapter 1 – Introduction

CEQA Overview

The City of Vista (City) Planning Division has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental consequences associated with the proposed 552 West Bobier Drive Project (“proposed project” or “project”), which would include a Tentative Subdivision Map and Site Development Plan. As part of the permitting process, the proposed project is required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA). One of the main objectives of CEQA is to disclose to the public and decision makers the potential environmental effects of proposed activities. CEQA requires that the lead agency prepare an IS to determine the appropriate CEQA document needed. The City’s Planning Division is the lead agency for the proposed project under CEQA.

Authority

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

Scope

This IS/MND evaluates the proposed project’s effects on the following resource topics:

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

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Chapter 2 – Environmental Setting and Project Description

Project Overview

The project proposes a Tentative Subdivision Map and Site Development Plan for the construction of 15 attached single-family residential units. The units would each be approximately 2,200 square feet (SF), and the total project building area would be 33,000 SF. The project site is 1.67 acres in size and is comprised of one parcel (Assessor's Parcel Number [APN] 161-030-07-00).

The project site has a General Plan land use designation of Medium Density Residential (MD). The MD designation allows a residential density of up to 10 dwelling units per acre. The project site is zoned Single-Family Residential (R-1-B), allowing up to 10 dwelling units per acre.

The project site is located at 552 West Bobier Drive in the northwestern portion of the City of Vista (City) within San Diego County (County). See Figure 1, *Regional Location*. More specifically, the project site is located southeast of the intersection of West Bobier Drive and Sports Park Way, directly east of the City's boundary with the City of Oceanside. The project site is bordered by West Bobier Drive to the north, single-family residences to the south, the Moderna Melrose Mixed-Use Development Project to the west, and single-family residences to the east. Access would be provided by one driveway on the northeastern edge of the site along West Bobier Drive. See Figure 2, *Aerial Photograph*.

Existing Environmental Setting

City of Vista

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

Project Site

The project site is generally characterized by previously graded and disturbed flat land comprised of scattered trees, bushes, and several large rock outcroppings. The site was previously occupied by a single-family home and associated landscaping, which were subsequently demolished and cleared in approximately 2008 or 2009. The site has remained vacant since.

Elevations range from approximately 440 to 470 feet AMSL, sloping generally from east to west on the eastern portion of the property. The topography suggests that the property generally drains to the south. The vegetation communities/land use types that occur on the project site include disturbed habitat and urban/developed land. In addition, several large boulders occur in the northern portion of the project site.

Surrounding Land Uses

Land uses surrounding the project site include West Bobier Drive to the north, single-family residences to the south, the Moderna Melrose Mixed-Use Development Project to the west, and single-family residences to the east. Multi-family residential uses exist to the north of West Bobier Drive. See Figure 2. The closest school to the site is Maryland Elementary School, located at 700 North Avenue, approximately 0.4 mile southwest of the project site. The closest City fire station to the site is Vista Fire Department (VFD) Station No. 6, located at 651 East Vista Way, approximately 1.5 miles to the southeast of the project site. The closest police station to the site is the San Diego County Sheriff's Department Vista Station, located at 325 South Melrose Drive #210, approximately 1.9 miles south of the project site. The nearest public airports to the project site are McClellan Palomar Airport, located approximately 6.2 miles southwest of the project site, and Oceanside Municipal Airport, located approximately 5.3 miles west of the project site.

Proposed Project Description

The applicant seeks approval of a Tentative Subdivision Map and Site Development Plan for the construction of 15 single-family attached residential units. The units would each be approximately 2,200 SF, and the total project building area would be 33,000 SF. The residential units would each be comprised of three bedrooms and would be two stories tall. The lot sizes would range from 2,564 SF to 5,768 SF, with the average lot size being 3,808 SF. Each unit would include approximately 1,067 SF of private outdoor space in the form of a backyard and patio. See Figure 3, *Site Plan* and Figure 4, *Building Renderings*.

Access to the project would be provided via one 24-foot driveway located on West Bobier Drive, approximately 250 feet east of the intersection of Sports Park Way and West Bobier Drive, which would connect to a private drive aisle located in the central portion of the site between the residential buildings. Resident parking would be provided via two-car garages attached to each of the residences.

The project would include various drainage improvements and pollutant control best management practices (BMPs), including grouted rip rap and multiple biofiltration basins throughout the project site. The northern central portion of the site encompassing several existing large rock outcroppings would be incorporated into an open space easement as an Environmentally Sensitive Area (ESA) which would prohibit future development. Project landscaping would include the planting of 31 trees along with various shrubs, groundcover, and grasses throughout the site.

The project would include improvements on West Bobier Drive, including a new curb and gutter, replacement of the existing sidewalk, and enhanced paving. The project would include connections extending from the private drive to existing water and sewer infrastructure in West Bobier Drive.

The project's proposed 15 single-family dwelling units, which provide a net density of 9 units per acre, would be consistent with the General Plan land use designation for the project site of MD (10 dwelling units/acre) and the zoning designation of R-1-B (10 dwelling units/acre).

Project construction activities would consist of grading, site preparation, installation of underground utilities, physical building construction, paving, and application of architectural coatings. Construction of the project would last approximately nine months. Site preparation would require the removal of approximately 200 cubic yards of debris and vegetation. Grading is estimated to require even cut and fill of 6,500 cubic yards with no export. Due to the several large rock outcroppings that occur on the site, blasting may be required for subsurface rocks.

Construction Best Management Practices

The project would incorporate BMPs during construction to reduce emissions of fugitive dust. The San Diego County Air Pollution Control District (SDAPCD) Rule 55 – Fugitive Dust Control states that no dust and/or dirt shall leave the property line. SDAPCD Rule 55 requires the following (SDAPCD 2009):

- (1) **Airborne Dust Beyond the Property Line:** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than three minutes in any 60-minute period.
- (2) **Track-Out/Carry-Out:** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
 - (i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation:
 - (a) track-out grates or gravel beds at each egress point;
 - (b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;
 - (c) using secured tarps or cargo covering, watering, or treating of transported material; and
 - (ii) be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM₁₀-efficient (particulate matter less than 10 microns in diameter) street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

The control measures listed below are the BMPs that the project would incorporate for dust control and are included in the air emissions modeling:

- A minimum of two applications of water shall be applied during grading between dozer/grader passes;
- Paving, chip sealing, or chemical stabilization of internal roadways shall be applied after completion of grading;
- Grading shall be halted when winds exceed 25 miles per hour (mph);
- All exposed surfaces shall maintain a minimum soil moisture of 12 percent;
- Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control; and
- Vehicle speeds shall be limited to 15 mph on unpaved roads.

Additional Approvals

Besides review under CEQA, the applicant and/or contractor of the proposed project would be required to obtain the following additional approvals and/or permits from the City: Site Development Plan, Right-of-Way Permit, grading permit, Landscape Construction Plan, and (eventually) Building Permits. These approvals require meeting certain Conditions of Project Approval prior to obtaining the required permits. In addition, before the Final (Subdivision) Map is recorded, all Conditions of Project Approval (which include the mitigation measures identified in this document) must be satisfactorily completed. Other public agency approvals are identified in Chapter 3.

Chapter 3 – Initial Study Environmental Checklist

Project Information

Project Title:	552 West Bobier Drive Project
Lead Agency Name and Address:	City of Vista Community Development Department Planning Division 200 Civic Center Drive Vista, California 92084
CONTACT PERSON:	Chris Winters, Senior Planner (760) 643-5394
PROJECT LOCATION:	Southeast of the intersection of Sports Park Way and West Bobier Drive at 552 West Bobier Drive in Vista, California.
PROJECT APPLICANT:	SWS Engineering, Inc. 1635 Lake San Marcos Drive San Marcos, CA 92078 (760) 744-0011
GENERAL PLAN DESIGNATION:	MD (Medium Density Residential; 10 du/acre)
ZONING DESIGNATION:	R-1-B (Single-Family Residential; 10 du/acre)
DESCRIPTION OF PROJECT:	See Chapter 2, Proposed Project Description.
SURROUNDING LAND USES AND SETTING:	See Chapter 2, Proposed Project Description.
OTHER PUBLIC AGENCY APPROVALS:	The San Diego Regional Water Quality Control Board (RWQCB) is responsible for approving the Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements of the most recent National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit.


Environmental Factors Potentially Affected

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

Environmental Determination

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

- I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature

April 3, 2026

 Date

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

Michael D. Schweitzer

 Applicant or Owner

April 1, 2026

 Date

Evaluation of Environmental Impacts

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

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

Impact Terminology

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

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

I. Aesthetics

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. NO IMPACT. A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape and is typically identified in planning documents, such as a community plan or general plan, but can also include locally known areas or locations where high-quality public views are available. According to the Vista General Plan Update 2030 Program EIR (General Plan EIR), based on general viewing areas, there are two main viewsheds in the City: the San Marcos Mountains to the east and northeast, and the canyons in the southwestern portion of the City. In accordance with these two viewsheds, the City has identified six public vantage points, which are a combination of routes and specific locations from which these viewsheds are most prominent (City 2011).

The project site is not located within one of the six public vantage points identified in the General Plan EIR. The nearest public vantage point is Public Vantage Point 3: West Bobier Drive, located approximately 0.35 mile east of the project site. According to the General Plan EIR, the vantage point from West Bobier Drive within the northwestern area of the City offers views of the San Marcos Mountains to the east (City 2011). At a distance of 0.35 mile and with intervening topography and the proposed project height of two stories, project implementation would not have a substantial adverse effect on views from this designated public vantage point. Thus, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

b. NO IMPACT. There are no officially designated state scenic highways in the vicinity of the project site. The nearest state scenic highway is State Route (SR) 52, which is approximately 25 miles south of the project site. The nearest eligible state scenic highway is SR-76, which is approximately 2.25 miles north of the project site. At this distance, project elements would not affect views from SR-76. Additionally, the City’s General Plan does not identify any scenic roadways near the project site (City 2011). Therefore, the proposed project would not damage scenic resources within a state scenic highway. No impact would occur.

c. LESS THAN SIGNIFICANT IMPACT. Public Resources Code 21071 defines the term “urbanized area” for the purpose of CEQA to mean an incorporated city that has a population of at least 100,000 persons or has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. San Diego Association of Governments (SANDAG) data from 2024 indicates that the City has a population of 107,444 and the adjacent City of Oceanside has a population of 167,567 (SANDAG 2024a; SANDAG 2024b). The project site is within an urbanized area as defined by Public Resources Code 21071 and, therefore, is evaluated relative to applicable zoning and other regulations governing scenic quality.

The project site is zoned for single-family residential uses, which is not indicative of a zoning to protect scenic resources. According to Vista Development Code Chapter 18.30, the R-1-B zone is intended for uses, including but not limited to, one-family dwellings, home occupations, flower and vegetable gardening, and residential care homes. The project involves the construction of 15 attached single-family residences and would be designed to adhere to the General Plan land use and community design goal of sharing common development patterns among neighborhoods.

Currently, the project site is vacant and is comprised of previously graded and disturbed flat land comprised of scattered trees, bushes, and several large rock outcroppings. The project would transform the site into the proposed residential land uses while maintaining the central northern area where the rock outcroppings are located as a designated open space easement. The project would provide landscaping with groundcover, grasses, shrubs, and trees that would contribute to improved visual quality of the site. Further, since the current R-1-B zoning is not intended to protect scenic resources, the project would not conflict with applicable zoning and other regulations governing scenic quality. In addition, the project would meet the density, bulk, and height requirements of the zoning code. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear sky, depending on the location of the light sources and their proximity to nearby light-sensitive areas. The project site is located in an area that is developed with residential land uses. The existing light sources in the project area include building lights, streetlights, and security lights.

The project would introduce residential lighting that would be similar to the existing residential lighting in surrounding neighborhoods. Such lighting would include security or ambiance lighting as well as light cast from the interior of the homes. Proposed lighting would be required to conform to the California Building Standards Code (CBSC), as well as Vista Development Code Section 18.58.260, which regulates lighting. Such adherence would require that the project equip outdoor lighting used for architectural or decorative purposes with automatic timing devices, fully shield or direct the lights towards the ground, and use lights that only emit the minimum amount of light necessary. Additionally, the proposed lighting would be similar to the existing project area lighting and would not introduce new and unique sources of light that would be substantial in relation to the existing lighting characteristics of the project area. Although the project would introduce new sources of light, the sources would be similar in nature to the surrounding land uses, and the project would adhere to the applicable regulations. Therefore, the project would not create a new source of substantial light, which would adversely affect views in the area. Impacts would be less than significant.

Glare impacts can occur because of artificial light or sunlight reflecting off a surface. Glare can create discomfort or present safety concerns. The project is to be constructed with primarily stucco facades, which would not be a source of glare. Glass would be limited to windows and doors, typical of residential construction, and no other highly reflective surfaces would be provided. The extent and

surface area of glass on the homes would not be at a scale to generate adverse glare effects. As such, the project would not create a new source of glare that would adversely affect views in the area. Impacts would be less than significant.

II. Agriculture and Forestry Resources

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

Discussion

a. NO IMPACT. According to the Farmland Mapping and Monitoring Program of the California Department of Conservation (California Department of Conservation [DOC] 2020), the project site is classified as Farmland of Local Importance (land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee). However, the project site does not contain Prime Farmland or Farmland of Statewide Importance. In addition, the project site is zoned for single-family residential uses and has not historically been utilized for agricultural purposes. Implementation of the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b. No IMPACT. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses and enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land for use as agricultural or related open space. As stated in item II.a, the project site is zoned for single family residential uses and has not historically been utilized for agricultural purposes. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. Additionally, it is not within an established agricultural preserve consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland, and there is no Williamson Act contract that

directs land use at the site. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c. NO IMPACT. Public Resources Code Section 12220(g) defines “forest land” as land that can support ten percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within or adjacent to the project site. Timberland is land, other than land owned by the Federal government and designated by the California Department of Forestry and Fire (CAL FIRE) Board of Forestry as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site is currently vacant and is comprised of scattered trees, bushes, and several large rock outcroppings, and does not contain forestlands, timberlands, or timberland zoned Timberland Production. Moreover, there is no land zoned as forest land or timberland that exists within the project site or within its vicinity. Therefore, the proposed project would not conflict with existing zoning for forest land or timberland. No impact would occur.

d. NO IMPACT. As stated in item II.c, there is no land zoned as forest land or timberland that exists within the project site or its vicinity. The site has not been historically, and is not currently, used or planned to be used for forest land. As such, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e. NO IMPACT. As stated in item II.a, the project site is in an area classified as Farmland of Local Importance by the DOC. However, the project site is zoned for single-family residential uses and has not historically been utilized for agricultural purposes. According to the General Plan EIR, since no substantial areas of agricultural use occur within the majority of the General Plan planning area, the conversion of farmland to nonagricultural use would not occur (City 2011). Thus, the project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

III. Air Quality

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

The discussion below is summarized and based on the analysis and conclusions contained within the Bobier Property Project Air Quality and Greenhouse Gas Emissions Technical Report prepared for the project by HELIX Environmental Planning, Inc. (HELIX; 2025a). The report is included as Appendix A to this IS/MND.

Discussion

a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for the attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). In addition, the SDAPCD relies on the State Implementation Plan (SIP), which is a series of comprehensive plans that describe how an area will attain the national ambient air quality standards (NAAQS). The SIP also includes the SDAPCD's plans and control measures for attaining the ozone NAAQS. The regional air quality plan for San Diego County is SDAPCD's 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (Attainment Plan).

The two principal criteria for conformance to the Attainment Plan are (1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards, and (2) whether the project would exceed the assumptions in the Attainment Plan.

The Attainment Plan relies on information from the California Air Resources Board (CARB) and SANDAG, including projected growth in San Diego County, and mobile, area, and all other source emissions to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. CARB's mobile source emission projections and SANDAG's growth projections are based on population, employment and transportation trends, and land use plans developed by the local governments. Accordingly, projects that propose development that is consistent with the population and employment growth anticipated by these land use plans would be consistent with the Attainment Plan. If a project proposes development that results in growth greater than that anticipated in the adopted land use plans and SANDAG's growth projections upon which the Attainment Plan is based, the project may conflict with the Attainment Plan and could have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the project would exceed the growth projections used in the Attainment Plan for the specific subregional area.

The project site has a land use designation of MD in the City's General Plan and is zoned as R-1-B, which each allow for a residential density of 10 dwelling units per acre. The project proposes a single-family residential development with a density of approximately 9 dwelling units per acre, which is below the 10 dwelling units per acre density allowed by the project site's land use designation and zoning. Therefore, the project would be consistent with the land use plans and growth projections upon which the Regional Air Quality Standards and Attainment Plan are based. As such, residential growth in the City as a result of the project, and the related changes in regional emissions, are accounted for in the SIP, which is crafted to bring the basin into attainment for all criteria pollutants. As detailed in item III.b below, the project would not result in any operational period emissions in exceedance of established thresholds. However, impacts associated with blasting during construction of the project are assessed as potentially significant, and mitigation measure AQ-1 would be required. Therefore, the proposed project could conflict with or obstruct implementation of the Attainment Plan. However, with implementation of mitigation measure AQ-1, which would require the preparation of a site-specific analysis related to blasting, impacts would be less than significant.

b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The project would generate criteria pollutants in the short-term during construction and the long-term during operation. To determine whether a project would result in a cumulatively considerable net increase in criteria pollutant emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, the project’s anticipated emissions were evaluated using the quantitative emission thresholds established by the SDAPCD.

Construction Emissions

The project’s temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. The results of the modeling of the project’s construction emissions of criteria pollutants and ozone precursors are shown in Table AQ-1, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD thresholds. The complete CalEEMod output and methodology discussion is provided in Appendix A.

**Table AQ-1
MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Year/Season	VOC*	NO_x*	CO*	SO_x*	PM₁₀*	PM_{2.5}*
2025/Summer	4.5	23.5	26.9	<0.1	3.6	2.1
2025/Winter	4.8	14.6	18.5	<0.1	0.7	0.6
Maximum Daily Emissions	4.8	23.5	26.9	<0.1	3.6	2.1
<i>SDAPCD Thresholds</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Appendix A)

* Pollutant Emissions (pounds per day)

VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides;

PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter;

SDAPCD = San Diego County Air Pollution Control District

As shown in Table AQ-1, the project’s modeled temporary construction-related criteria pollutant and precursor emissions would be below the SDAPCD’s significance thresholds. The daily emissions presented in Table AQ-1 do not include potential emissions from blasting.

Although the large rock outcroppings located on the northern portion of the site would be protected in place, blasting may occur due to the likely presence of subsurface rock formations on the site. Blasting involves drilling small holes into the rock and placing explosives. Flyrock protection is installed prior to blasting, and seismographs are placed to measure and record peak particle velocity and air blast levels at various distances from the blast site. However, the type and quantity of explosive material used, and the potential timing and need for blasts cannot be determined at this time because this information depends on the site-specific conditions and requirements of each location. As such, details regarding blasting for project components are unavailable at the current level of project design, and analysis of impacts associated with blasting would be speculative and likely inaccurate. Where blasting may be used, dust control measures are also implemented and include a combination of steel plate covers, geo-textile fabric with chain link fence covering, and wetting of the blasting surface. In the event that blasting is utilized, the blasting contractor would be required to obtain a blasting permit and an explosive permit. However, a site-specific analysis would be necessary to ensure that emissions from blasting activities would be within the daily SDAPCD emission limits. Therefore, impacts associated with blasting for the project are assessed as potentially significant. With implementation of Mitigation Measure AQ-1 below, this impact would be reduced to a less than significant level.

MITIGATION MEASURES

AQ-1 Site-specific Analysis Related to Blasting. Prior to the commencement of blasting activities, the Applicant shall require the preparation of a project-specific air quality impact analysis by a qualified air quality consultant for any project activities that requires blasting to verify that blasting emissions are less than the daily SDAPCD significance thresholds listed in Table 7. If blasting results in exceedances of emissions thresholds, the Applicant shall implement additional measures to reduce emissions to within SDAPCD daily screening level thresholds. These measures may include reducing the size, extent, or number of blasting events on a given day. The specific additional measures, if required, shall be determined by the qualified air quality consultant based on the results of the final air quality analysis. If the measures are unable to reduce emissions to within SDAPCD daily screening level thresholds, no blasting shall occur. In this scenario, any substitute method for blasting shall also have an air quality analysis performed as described above that demonstrates the emissions would be within SDAPCD screening level thresholds.

Operational Emissions

The project's long-term maximum daily and annual operational emissions were estimated using CalEEMod. The results of the modeling of the project's operational emissions of criteria pollutants and precursors are shown in Table AQ-2, *Operational Emissions*. The data are presented as the maximum anticipated daily emissions and annual emissions for comparison with the SDAPCD thresholds. The complete CalEEMod output and a thorough discussion on methodology are provided in Appendix A.

**Table AQ-2
OPERATIONAL EMISSIONS**

Source	VOC*	NO _x *	CO*	SO _x *	PM ₁₀ *	PM _{2.5} *
Daily Emissions (pounds per day)²						
Area	0.6	0.4	3.7	<0.1	0.8	0.2
Energy	0.8	-	0.9	<0.1	<0.1	<0.1
Mobile	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Total Project Emissions¹	1.4	0.5	4.6	<0.1	0.8	0.2
<i>SDAPCD Daily Thresholds</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
<i>Exceed Daily Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Annual Emissions (tons per year)						
Area	<0.1	<0.1	0.6	<0.1	0.1	<0.1
Energy	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Project Emissions¹	0.2	<0.1	0.7	<0.1	0.1	<0.1
<i>SDAPCD Annual Thresholds</i>	<i>15</i>	<i>40</i>	<i>100</i>	<i>40</i>	<i>15</i>	<i>10</i>
<i>Exceed Annual Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Appendix A)

¹ Totals may not sum due to rounding.

² Winter emissions are very slightly higher for most substances.

VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides;

PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter;

SDAPCD = San Diego County Air Pollution Control District

As shown in Table AQ-2, the project's long-term emissions of criteria pollutants and precursors would not exceed the SDAPCD daily or annual screening thresholds. Therefore, the project's operational activities would not result in a cumulatively considerable net increase of criteria pollutants that would

violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. Impacts to sensitive receptors are typically analyzed for operational period carbon monoxide (CO) hotspots and exposure to toxic air contaminants (TACs). An analysis of the project's potential to expose sensitive receptors to these pollutants is provided below.

Construction Diesel Particulate Matter Emissions

Implementation of the project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC diesel particulate matter (DPM). Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases, such as grading, construction-related emissions would be higher than other, less equipment-intensive phases, such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed amount of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from the Office of Environmental Health Hazard Assessment) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime. Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site for a limited duration, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations. Therefore, this impact would be less than significant.

Localized Carbon Monoxide Hotspots

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic has the potential of contributing to localized "hot spots" of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections, where the level of service (LOS) is severely degraded.

Based on SANDAG's trip generation guide (SANDAG 2002), the project's 15 single-family homes would generate 150 average daily trips (ADT) with 12 morning peak trips and 15 afternoon peak trips. Based on the Project Information Form prepared for the project (Appendix H), the project would not be required to prepare a Local Transportation Study or LOS analysis, and the peak hour trips generated

by the project would not be enough to substantially affect the roadway network. The project would not contribute to a CO hotspot, and impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The State of California Health and Safety Code Sections 41700 and 41705, and SDAPCD Rule 51, prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Any unreasonable odor discernible at the property line of the project site will be considered a significant odor impact.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The project, involving a residential development, would not include any of these uses, nor are there any of these land uses in the project vicinity.

Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds (VOCs) from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Long-term operation of the project would not be a substantial source of objectionable odors. Therefore, the project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

IV. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the analysis and conclusions contained within the Bobier Property Project Biological Technical Report prepared by HELIX (HELIX 2025b). The report is included as Appendix B to this IS/MND.

Discussion

a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. During biological surveys conducted on February 1, 2021, and May 28, 2025, HELIX identified a total of 45 plant species in the study area, of which 39 (87 percent) were non-native species. A total of 18 animal species were observed or detected in the study area, including one invertebrate, two reptiles, 13 birds, and two mammal species.

No special-status plant species were identified during biological surveys. One special-status animal species was determined to have moderate potential to occur on the project site: San Diego tiger (coastal) whiptail (*Aspidoscelis tigris stejnegeri*). However, potential impacts on this species would be limited to the temporary displacement of individuals during project construction. In addition, based on the quality and size of the habitat that could be impacted, the project site is not expected to support locally or regionally significant populations of this sensitive species. The proposed project would not result in direct or indirect impacts to special-status species.

Surveys for raptors, potential nests, and other sign were conducted during the general biological survey. In its current state, the project site provides marginal and relatively low-quality foraging opportunities for common raptors that are resident and migratory to the region. The ornamental trees provide suitable perching habitat, and the rest of the property is fairly open for hunting. There is likely the presence of prey items for certain raptor species. Taller, weedy species cover a good portion of the ground and would likely make foraging more difficult. Although the project site provides some function and value for raptor foraging, it has likely not functioned as a local or regional foraging resource of importance for raptors. The fragmented and urbanized nature of the site and surrounding area limits the potential for raptors to occur, given the proximity to existing developments and related disturbances, such as ongoing human activity, noise, and lighting. Other more expansive areas occur in the local area and region that provide foraging habitat. Impacts are expected to be less than significant.

The project site contains trees, shrubs, and other vegetation that provide suitable nesting habitat for common birds, including raptors, protected under the MBTA and CFG Code. Significant impacts could occur to nesting birds if suitable nesting habitat is removed during the general bird breeding season (January 15 to September 15). Implementation of mitigation measure BIO-1 would ensure compliance with the Migratory Bird Treaty Act (MBTA) and California Fish and Game (CFG) Code, and that impacts on nesting birds are reduced to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird and Raptor Avoidance. If initial grading and vegetation removal activities (i.e., earthwork, clearing, and grubbing) must occur during the avian breeding season for migratory birds and raptors (January 15 through September 15), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey shall consist of searching for nesting birds within the proposed work area and surrounding 100 feet, where feasible, and the final survey shall not be completed more than seven days before the beginning of initial grading and vegetation removal activities. If the surveys conclude there is no active nesting, the work shall resume as planned without further requirements. If the results of the survey identify nesting birds (including raptors), no-work disturbance buffers shall be implemented: 100 feet around non-listed active passerine (perching birds and songbirds) nests, 300 feet around listed passerine nests (e.g., coastal California gnatcatcher), and 300 feet around active raptor nests (e.g., Cooper's hawk). The buffers may be reduced, if appropriate, as directed by a qualified biologist. The reduction in no-work buffers shall be approved by the City before implementation. The buffers shall be respected and maintained until the end of the bird breeding season, or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. The results of the pre-construction nesting bird survey shall be reported to the City in a brief memo.

b. LESS THAN SIGNIFICANT IMPACT. The existing vegetation communities on the project site include disturbed habitat and urban/developed land. Within the project site, disturbed habitat consists of dirt trails, bare ground, shortpod mustard (*Hirschfeldia incana*), prickly sow thistle (*Sonchus asper*), and non-native grasses. It is found throughout the entirety of the site. Within the project's off-site area, urban/developed land consists of pavement and covers approximately 0.09 acre.

Sensitive vegetation communities/habitat types are defined as land that supports unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants, as defined by Section 15380 of the state CEQA Guidelines. Disturbed habitat and urban/developed land do not meet the definition of sensitive habitat under CEQA. Disturbance of these vegetation communities/land use types do not require mitigation. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and impacts would be less than significant.

c. NO IMPACT. In the context of this assessment, jurisdictional waters and wetlands include waters of the U.S., including wetlands, regulated by the United States Army Corps of Engineers pursuant to Clean Water Act Section 404; waters of the state regulated by the RWQCB pursuant to Section 401 of the Clean Water Act and State Porter-Cologne; and streambed and riparian habitat regulated by the California Department of Fish and Wildlife pursuant to Sections 1600 et seq. of the CFG Code.

No drainage features, potential wetlands, riparian habitat, or other potential aquatic resources were apparent within the property during the February 2021 site visit. No jurisdictional waters or wetlands are present within the project site. No impact would occur.

d. LESS THAN SIGNIFICANT IMPACT. Wildlife corridors connect isolated habitats and allow movement or dispersal of plant materials and animals. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of the wildlife's daily routine and life history. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations. While the project site and adjacent native habitats support localized use by wildlife, particularly birds, the project site is surrounded by existing development, and as such, does not by itself function as, and does not contribute to, any wildlife corridors or linkages. As such, the project would not substantially interfere

with the movement of any wildlife species or impede the use of nursery sites. Impacts would be less than significant.

e. No IMPACT. As discussed in item IV.c, the project would not result in significant impacts to riparian habitats or other natural communities, or wetlands identified by federal, state, regional, or local agencies, plans, policies, or regulations. In addition, as discussed in items IV.a, IV.b, and item IV.d, the project would result in less than significant impacts to biological resources that are protected by City or County policies, or approved local, regional, or state habitat conservation plans with the implementation of the identified mitigation measures, and the project site is not located within any known or reported local or regional wildlife corridors. Further, the project would be designed to comply with all approved local policies and ordinances. No impact would occur.

f. No IMPACT. The project site occurs within the boundaries of the North County Multiple Habitat Conservation Plan (MHCP), specifically within the boundaries of the Vista Subarea, which does not have an approved or adopted Subarea Plan. The only Subarea Plan that has been approved and adopted within the North County MHCP is the City of Carlsbad MHCP Subarea Plan, also known as the Carlsbad Habitat Management Plan.

Within the North County MHCP, the site is situated in areas identified as Developed/Disturbed Land, outside of areas targeted for conservation, including Focused Planning Area (FPA), Hardline Areas (90 percent to 100 percent Conservation), Softline Areas (Less than 90 percent Conservation), Hardline Preserves, Major Amendment Area, Natural Habitats (Outside of FPA), Core Gnatcatcher Conservation, Biological Core and Linkage Area, and Edge Habitat. No suitable habitat for covered species and other resources targeted for conservation under the North County MHCP occurs on the site. As such, the project is not proposed in any areas targeted for conservation and would not conflict with the provisions of the North County MHCP. Therefore, the project would not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

V. Cultural Resources

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Cultural Resources Survey Report for the West Bobier Drive Project, prepared by BFS A Environmental Services (BFS A; 2024). The report is included as Appendix C of this IS/MND.

Discussion

a. LESS THAN SIGNIFICANT IMPACT. BFSA conducted a Phase I Cultural Resources Survey for the project, which included a cultural resources survey at the project site on August 27, 2024, a records search at the South Coastal Information Center (SCIC), and a Sacred Lands File search from the Native American Heritage Commission (NAHC).

The records search identified one previously recorded resource within the property (prehistoric bedrock milling site SDI-5345). Site SDI-5345 was originally recorded within what is now West Bobier Drive, as well as on the north and south sides of the current street alignment. The records search also identified four previous studies overlapping the subject property. As a result, Site SDI-5345 has been subjected to previous testing and found not eligible for the California Register of Historic Resources (CRHR), with most of the previously recorded bedrock milling features being destroyed by development.

During the survey of the project site, two bedrock milling features associated with Site SDI-5345 were recorded. However, no new cultural resources or artifacts associated with SDI-5345 were identified, and previous testing and evaluation have already determined that the site is not eligible for the CRHR. Therefore, the resource is not considered a historical resource pursuant to §15064.5, and impacts would be less than significant.

The SLF search results were positive for Native American sacred sites or locations of religious or ceremonial importance within the vicinity of the project.

b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The Sacred Lands File search was positive for Native American sacred sites or locations of religious or ceremonial importance within the vicinity of the project. Thus, given these results and the sensitivity of the surrounding area for prehistoric resources, there is the potential for unknown subsurface archaeological resources to be encountered during ground-disturbing activities, which may result in significant impacts. With implementation of Mitigation Measures CR-1 to CR-6 below, these impacts would be reduced to less than significant levels.

MITIGATION MEASURES

- CR-1** Prior to the issuance of a grading permit, the Applicant or Owner, and/or Contractor shall provide a written and signed letter to the City's Director of Community Development, stating that a Qualified Archaeologist and a Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. A copy of the letter shall be included in the Grading Plan Submittals for the grading permit.
- CR-2** Isolated cultural items discovered in the project site shall be returned to the site at a location determined prior to issuance of grading permit. The location shall be identified on the final grading plans as an environmentally sensitive area to be deed-restricted in perpetuity, mutually agreed-upon location (agreed upon by the Tribes and the Applicant/Owner).
- CR-3** Cultural resource mitigation monitoring shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the presence of a Qualified Archaeologist and a Native American Monitor for, but not limited to, any fence installation, tree removal, demolition and/or removal of remnant foundations, pavements, abandonment and/or installation of infrastructure; grading or any other ground

disturbing or altering activities, including the placement of imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and related off-site utility installations in West Bobier Drive, private driveways and/or streets. Other tasks of the monitoring program shall include the following:

- The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc.
- The Qualified Archaeologist and Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.
- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Native American monitor during all ground disturbing or altering activities, as identified above.
- The Qualified Archaeologist and/or Luiseño Native American monitor may halt ground disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits or cultural features until a determination of potential significance is made, which shall be determined by the Qualified Archaeologist and the Native American monitor. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources.
- The open space easement ESA in the northern central portion of the project shall be preserved in situ and in perpetuity with no construction or staging activities occurring within the ESA during project development. Avoidance of construction activity within the ESA shall be denoted on grading and construction plans. Protective fencing shall be placed around the ESA and temporary signage shall be placed within 100 feet of the area denoting its location. Upon completion of ground disturbing activities associated with project construction, the Qualified Archaeologist, Native American monitor, and construction manager or other appropriate personnel shall observe or conduct the removal of fencing and signage as applicable.
- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible, a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the Native American monitor shall be notified and consulted in drafting and finalizing any such recovery plan.

CR-4 Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, a Research Design, Data Recovery Program, etc.) shall be submitted by the Qualified Archaeologist, along with the Native American monitor's notes and comments, to the City's Director of Community Development for approval.

CR-5 The landowner shall relinquish ownership of all cultural resources collected during the cultural resource mitigation monitoring conducted during ground disturbing activities, and from any

previous archaeological studies or excavations on the project site, for respectful and dignified treatment and disposition in accordance with the consulting Tribe’s cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98.

CR-6 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner’s office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the Qualified Archaeologist and/or the Native American monitor) shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by the Qualified Archaeologist and/or the Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would decide as to the Most Likely Descendant. If Native American remains are discovered, the remains shall be kept *in situ* (“in place”), or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor.

c. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The project site does not lie near any dedicated cemeteries. Although disturbance of human remains is unlikely, it is possible that construction activity could unearth previously unknown vestiges. This would be considered a potentially significant impact. However, implementation of Mitigation Measure CR-6, as described above, would ensure that human remains were treated with dignity and as specified by law and would reduce impacts to less than significant levels.

VI. Energy

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

Discussion

a. LESS THAN SIGNIFICANT IMPACT. Energy would be consumed for both construction and operation of the project. Energy consumed for project construction would primarily consist of fuels in the form of diesel and gasoline. Fuel consumption would result from the use of on-road trucks for the transportation of construction materials and water and from the use of off-road construction equipment. While

construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The petroleum consumed during project construction would be typical of similar residential projects and would not require the use of new petroleum resources beyond those typically consumed in California annually for construction activities. In addition, as described in item VI.b below, Title 24 Building Efficiency Standards would apply to the project, requiring energy efficiency measures. The project would be constructed in accordance with the energy-efficiency standards contained in the CALGreen Building Standards, including the requirement for on-site solar electricity generation. Based on these considerations, construction of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the impact would be less than significant.

During long-term operation of the project, energy would be consumed in the form of diesel and gasoline used by vehicles traveling to and from the project site; natural gas for heating and hot water; electricity required to source and treat water used by the project; and electricity used directly by the project. While the project would consume energy related to electricity, natural gas, water, and wastewater, because the project would be consistent with the General Plan growth projections, the energy use would be consistent with the energy projections for the state and the region. Therefore, the operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The 2022 Title 24 Building Energy Efficiency Standards include provisions applicable to all buildings, which are mandatory requirements for efficiency and design. The project would be consistent with the requirements of Title 24 through implementation of energy-reduction measures, such as energy-efficient lighting and appliances, water-efficient appliances and plumbing fixtures, water-efficient landscaping and irrigation, and the on-site generation of renewable solar energy, as described above. Therefore, the project would not conflict with or obstruct with a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

VII. Geology and Soils

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

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

The discussion below is based on the Preliminary Geotechnical Interpretive Report prepared for the project by CW Soils (CW Soils 2024), which is included as Appendix D of this IS/MND.

Discussion

a-i. NO IMPACT. Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act, which was passed in 1972, the California State Geologist identifies areas in the State that are at risk from surface fault rupture. The Alquist-Priolo Earthquake Fault Zoning Act’s main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act also requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps that identify these zones.

According to the Geotechnical Investigation, the project site is not located within Alquist-Priolo Fault Rupture Hazard Study Zone, and active faults are not known to exist within the site. The nearest known active faults are part of the Elsinore system, located approximately 16.5 miles from the project site. Therefore, the potential for fault surface rupture on the project site is low. See Appendix D for additional details. No impact would occur.

a-ii. LESS THAN SIGNIFICANT IMPACT. As discussed in item VII.a-i above, there are no known active faults that cross the project site. However, there are several active faults that run throughout San Diego County. Like most of southern California, the project site is within a seismically active area and can therefore be subject to strong seismic ground motion.

The project would comply with the seismic design parameters outlined in the California Building Code (CBC), which provides requirements for earthquake safety based on factors such as occupancy type, the types of soils on-site, and the probable strength of ground motion. Compliance with the CBC would include the incorporation of: (1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; (2) proper building footings and foundations; and (3) construction of the

building structure so that it would withstand the effects of strong ground shaking. In addition, the City's Building Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the residences during construction, which would ensure that all required CBC seismic safety measures are incorporated into the residences. Compliance with the CBC and the Building Department's review process, permit application, and inspection would reduce the potential for substantial impacts related to strong seismic ground shaking. Impacts would be less than significant.

a-iii. LESS THAN SIGNIFICANT IMPACT. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. Seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in a buildup of pore pressure. If the pore pressure exceeds the overburden stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways, including: (1) loss of bearing; (2) lateral spread; (3) dynamic settlement; and (4) flow failure. Lateral spreading has typically been the most damaging mode of failure. In general, the more recent that a sediment has been deposited, the more likely it will be susceptible to liquefaction.

According to the General Plan EIR, most of the City is situated on bedrock with a thin veneer of soil/sediment where there is little to no potential for liquefaction (City 2011). As stated in the Geotechnical Investigation, the potential for design level earthquake induced liquefaction and lateral spreading to occur beneath the proposed project structures is considered very low to remote due to the proposed use of compacted fill and shallow bedrock underlying the site. The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Impacts would be less than significant.

a-iv. LESS THAN SIGNIFICANT IMPACT. Figure PSFS-3, Slope Analysis, of the General Plan indicates that the project site contains slopes categorized as 0 to 15 percent, which would not be susceptible to landslides (City 2012). Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The project would convert vacant land comprised of scattered trees, bushes, and several large rock outcroppings to a single-family residential development. Construction of the proposed project would involve a variety of heavy equipment associated with intensive earthwork, structural, and paving phases. Soil exposed by construction activities, such as excavation, could be subject to erosion if exposed to heavy rain, winds, or other storm events. The project applicant would be required to submit a Notice of Intent to the San Diego RWQCB for the preparation of a SWPPP. Generally, a SWPPP demonstrates how water quality during and post construction would be maintained in accordance with mandated objectives. Often this is achieved by employing BMPs (see Section X, *Hydrology and Water Quality*). Many BMPs designed to protect water quality also serve to reduce soil erosion and loss of topsoil.

Specific BMPs may include the following:

- Preservation of existing vegetation within staging/parking areas where feasible.
- Covering stockpiled, excavated, and/or fill materials to reduce potential off-site sediment transport.
- Use of erosion control devices, such as straw wattles, mulch, mats, and/or geotextiles.

- Use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted covers for sediment transport vehicles.
- Compliance with local dust control measures.
- Daily backfill, compaction, and/or covering of excavated pipeline trenches to minimize erosion potential.
- Paving of disturbed roadway areas as soon as feasible after completion of trenching.
- Regular inspection and maintenance of all erosion control and sediment catchment facilities to ensure proper function and effectiveness.

Further, required adherence to the City's Grading and Erosion Control Ordinance (Vista Development Code Chapter 17.56) ensures that certain measures or conditions, such as those that prevent erosion and siltation, are included prior to the issuance of a grading permit. Once operational, the project site would transition from primarily vacant or undeveloped land to impermeable surfaces and landscaped areas, eliminating large areas of exposed soils that may be subject to erosion and sedimentation.

With implementation of required standard erosion control measures and storm water construction BMPs, construction-related erosion and sedimentation impacts would be less than significant. Additionally, once constructed, the project site would not include expansive areas of exposed soils that would contribute to erosion and sedimentation. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. As discussed in items VII.a-iii and VII.a-iv above, the project site would not be subject to risks associated with liquefaction or landslides. The Preliminary Geotechnical Interpretive Report concluded that, based on the shallow bedrock on the project site and implementation of the recommendations in the Geotechnical Investigation related to compacted fill, the potential for loss of bearing, lateral spread, dynamic settlement, and flow failure on-site would be considered negligible. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The Preliminary Geotechnical Interpretive Report concluded that, based on preliminary laboratory test results, the on-site soils exhibit a low expansion potential. Therefore, the project would not create substantial direct or indirect risks to life or property due to being located on expansive soils. Impacts would be less than significant.

e. NO IMPACT. The proposed project would connect to the existing municipal wastewater system through local connections and does not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

f. LESS THAN SIGNIFICANT IMPACT. The General Plan EIR (City 2011) defined levels of paleontological sensitivity (High, Moderate, Low, and Zero) for individual geologic formations within each of the City's neighborhoods. Based on the Preliminary Geotechnical Interpretive Report, the project site was determined to be underlain by cretaceous-age tonalite. The General Plan EIR identifies types of geologic deposits found in the North Vista neighborhood, where the project is located, as having high, low, or zero paleontological sensitivity (City 2011). Specifically, the General Plan EIR identifies geologic deposits of Quaternary alluvium in the northern portion of the North Vista neighborhood as having high paleontological sensitivity. As the Preliminary Geotechnical Interpretive Report did not identify the site

as being underlain by Quaternary alluvium, the project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature. Impacts would be less than significant.

VIII. Greenhouse Gas Emissions

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

The discussion below is summarized and based on the analysis and conclusions contained within the Bobier Property Project Air Quality and Greenhouse Gas Emissions Technical Report prepared for the project by HELIX (HELIX 2025a). The report is included as Appendix A to this IS/MND.

Discussion

a. LESS THAN SIGNIFICANT IMPACT. Global climate change refers to changes in average climatic conditions on Earth, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gases (GHGs) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth’s atmosphere. The GHGs defined under California’s Assembly Bill 32 include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHG emissions to disperse around the globe. Because GHG emissions vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO₂. For example, because methane and N₂O are approximately 25 and 298 times more powerful than CO₂, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO₂ has a GWP of 1). Carbon dioxide equivalent (CO₂e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO₂e. This analysis uses CalEEMod, which uses GWP ratios to calculate project-related CO₂e emissions (Appendix A).

The City developed an interim threshold to meet the statewide GHG emissions reduction target of 40 percent below 1990 levels by 2020 and be on track to meet the 80 percent below 1990 levels by 2050 target in accordance with Senate Bill 32 and Executive Order S-3-05. However, the City has not adopted guidance or revised thresholds to account for GHG reduction target beyond 2020. Therefore, this analysis compares the project’s emissions to a reduced threshold corresponding to the Senate Bill 32 reduction target of emissions 40 percent below 1990 levels by 2030. Accordingly, a threshold reduced by 4.98 percent for each year between 2020 and 2030 would meet the mandates of Senate Bill 32. As a conservative estimate, the first full year of operation for the project was modeled to be

2026. Therefore, a threshold of 26 percent below the City threshold of 1,185 metric tons (MT) CO_{2e} per service population per year, or 872 MT, is used in this analysis.

The GHG emissions associated with long-term operation of the project were estimated using CalEEMod. The results of the modeling of the project’s operational GHG emissions are shown in Table GE-1, *Operational Greenhouse Gas Emissions*. The data are presented as the maximum anticipated operational GHG emissions for the first full year of operation (2026) and compared to the City threshold (adjusted for the year 2026).

**Table GE-1
OPERATIONAL GREENHOUSE GAS EMISSIONS**

Source	Emissions (MT CO _{2e} /year)
Vehicular (Mobile)	145.0
Area	0.2
Energy	24.7
Water and Wastewater	0.8
Solid Waste	3.1
Refrigerants	<0.1
Total Annual Emissions¹	173.9
<i>Amortized Construction Emissions</i>	6.1
<i>Total Amortized Construction + Operational Emissions</i>	180.0
<i>2026 Adjusted Threshold</i>	872.0
<i>Exceed Threshold?</i>	<i>No</i>

Source: CalEEMod (output data is provided in Appendix A)

¹ Totals may not sum due to rounding.

MT = metric ton; CO_{2e} = carbon dioxide equivalent

As shown in Table GE-1, the project’s GHG emissions would be approximately 180 MT CO_{2e} per year, which is below the adjusted City threshold of 872 MT CO_{2e} per year. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment, and the impact would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. As discussed in item VIII.a above, the project’s GHG emissions would not exceed the City’s threshold (adjusted for the year 2026) during construction and operation of the project. By achieving the City’s threshold, the project would not conflict with the goals of the City’s Climate Action Plan (CAP) and may be seen to exceed its fair share in achieving the state’s reduction target. Additionally, through compliance with AB 341 and Chapter 13.17 of the City’s Municipal Code, the project would be consistent with CAP measure W-1, Reduce Solid Waste Disposal, and Increase Recycling. The project would additionally comply with CAP measure T-7 by using alternative fuel or electric-powered equipment during construction of the project. The project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other “green” standards contained in the CALGreen Building Standards, including the requirement for on-site solar electricity generation. As such, the project would be consistent with local plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the project would not conflict with applicable plans, policies, and regulations related to GHG emission reductions, and the impact would be less than significant.

IX. Hazards and Hazardous Materials

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. LESS THAN SIGNIFICANT IMPACT. Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, adhesives, and solvents) would be present. The use of these materials could potentially result in significant impacts through accidental discharge associated with the use and storage of hazardous materials. The transport, use, and disposal of hazardous materials and/or wastes would be conducted in accordance with applicable federal and state laws. In addition, implementation of the proposed project would require conformance with the NPDES Construction General Permit, as described in Section VI, *Geology and Soils*. Specifically, this would entail implementation of a SWPPP to address the use of hazardous materials and the potential discharge of contaminants, including construction-related hazardous waste through the installation of appropriate BMPs. While specific BMPs would be determined during the SWPPP process, BMPs would include standard industry measures and guidelines contained in the NPDES Construction Permit and the Stormwater Best Management Practices Construction Handbook (California Stormwater Quality Association [CASQA] 2019). Based on implementation of appropriate BMPs, hazardous material impacts related to construction activities would be less than significant.

Operation of the proposed single-family residences would include the storage and use of standard household hazardous materials and waste. Typical household hazardous materials associated with the residential land use could include cleaning products, paints, solvents, adhesives, other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals, mercury thermometers, sharp or used needles, and electronic wastes from household and car batteries. No special permits would be required for such limited use or disposal of common agents and products. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. As discussed above in item IX.a, limited quantities of hazardous materials such as gasoline, diesel, oils, and lubricants may be required to operate the construction equipment. Construction activities would be short-term, and the use of these materials would cease once construction is complete. The hazardous substances used during construction would be required to comply with existing federal, state, and local regulations regarding the use and disposal of these materials. In the event of an accidental release during construction, containment and clean-up would be in accordance with existing applicable regulatory requirements.

Project operation would include the use of household hazardous materials and wastes on-site. Typical household hazardous materials associated with the residential land uses could include cleaning products, paints, solvents, adhesives, other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals, mercury thermometers, sharp or used needles, and electronic wastes from household and car batteries. The limited use of such products does not require a special permit. In the event of an accidental release during project operation, containment and clean-up would be conducted in accordance with existing applicable regulatory requirements. As such, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c. NO IMPACT. The closest school to the site is Maryland Elementary School, located at 700 North Avenue, approximately 0.4 mile southwest of the project site, and no additional school facilities are proposed within one-quarter mile of the project site. As such, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

d. LESS THAN SIGNIFICANT IMPACT. A search of environmental databases, including the State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2025) and the California Department of Toxic Substances Control (DTSC) EnviroStor (DTSC 2025), was conducted pursuant to Government Code Section 65962.5. According to the SWRCB GeoTracker database, there are no sites with an “open case” status on the project site or within the vicinity of the project site. The nearest open case is the Camino Largo Cleanup Program Site located approximately 0.95 mile northeast of the project site. In addition, according to the DTSC EnviroStor database, there are no sites with an “active” status on the project site or within the vicinity of the project site. The nearest active site is the Vista Burn Dump Voluntary Cleanup site located approximately 0.5 mile southwest of the project site. Therefore, the project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. Impacts would be less than significant.

e. NO IMPACT. The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airports to the project site are McClellan Palomar Airport, located approximately 6.2 miles southwest of the project site, and Oceanside Municipal Airport, located approximately 5.3 miles west of the project site. No impact would occur.

f. LESS THAN SIGNIFICANT IMPACT. During construction, slow-moving construction vehicles could interfere with emergency response to the site or emergency evacuation procedures. However, the City would require the preparation of a traffic control plan prior to the initiation of project construction activity that could disrupt traffic flow on City streets. In addition, the project conditions of approval would require that emergency access be maintained during construction.

Once operational, site access would be provided via a new driveway located on West Bobier Drive approximately 250 feet east of the intersection of Sports Park Way and West Bobier Drive, which would function as a side-street stop-controlled intersection. Internal roadways on the project site would allow for a two-way flow of vehicle traffic and provide access to garages. The project would be required to adhere to the design requirements as established by Vista Development Code Title 19 (Streets/Sidewalks) and the VFD. These standards ensure that private streets are properly sized and located to facilitate emergency vehicle access and the positioning of emergency response crews during emergencies.

The City participates in the County’s Multi-Jurisdictional Hazard Mitigation Plan, which is implemented on a regional level and outlines the jurisdictional concerns, resources, and action items to ensure community-wide safety from both natural and man-made threats. At a project level, through adhering to the required municipal and development codes, including those that have been adopted to enact the CBC and the California Fire Code, ensure that the project would not interfere with the implementation of emergency response plans. Impacts would be less than significant.

g. LESS THAN SIGNIFICANT IMPACT. According to the Fire Hazard Severity Zone map prepared by CAL FIRE, the proposed project is not located within a very high fire hazard severity zone (VHFHSZ; CAL FIRE 2025). The project site is in a developed environment. There are no wildlands or open spaces immediately adjacent to the project site, which significantly reduces the risk of wildland fire damage to people and structures in the area. Further, the proposed project would adhere to the CBC, the California Fire Code, and the County of San Diego Fire Code, and plans for the project would be approved by the City Fire Marshal prior to construction to ensure compliance with applicable codes. Therefore, the proposed project is not anticipated to expose people or structures to wildland fires, and impacts would be less than significant.

X. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is based on the Drainage Study and the Priority Development Project (PDP) Storm Water Management Plan (SWQMP) prepared for the project by SWS Engineering, Inc. (SWS Engineering, Inc. 2025a; 2025b). The Drainage Study and the PDP SWQMP are each attached to this IS/MND as Appendix E and Appendix F, respectively.

Discussion

a. LESS THAN SIGNIFICANT IMPACT. The proposed project includes the construction of 15 single-family residences and associated infrastructure. As such, the proposed project would alter the site through grading and the addition of impervious surfaces, such as building roofs, paved drives, and access roads, that would alter the hydrological patterns of the site and could introduce new sources of water pollutants in site runoff. There is the potential for water pollutants to be generated in the short-term during construction activities and in the long term due to the permanent changes to the site. Construction-related pollutants could include loose soils, liquid and solid construction materials and wastes, and accidental spills of concrete, fuels, and other materials. As an urban development, the

proposed project would add typical, non-point-source pollutants to stormwater runoff, primarily due to runoff from impervious surfaces where a variety of pollutants can collect over time, such as driveways, streets, roofs, patios, and other paved surfaces. Landscaped areas could also generate water pollutants such as fertilizers and weed control agents, as well as green waste from landscape maintenance cuttings. The project would be required to implement and adhere to several measures to protect water quality and limit discharges as directed by and implemented through adherence to established regulatory programs and the required plans as discussed below.

The City is within the jurisdiction of the San Diego RWQCB, which is tasked with protecting the region's water quality objectives that meet the standards set forth in Section 303 of the federal Clean Water Act, as well as the state's Porter-Cologne Water Quality Act. The San Diego RWQCB designates beneficial uses of surface water and groundwater, sets qualitative and quantitative water quality objectives that must be met to protect designated beneficial uses, and develops implementation programs to protect the regional water resources through its Water Quality Control Plan for the San Diego Basin (Basin Plan).

Additionally, the NPDES program regulates point source and non-point source pollutant discharges to surface waters. Municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdictions. These permits are known as municipal separate storm sewer system (MS4) permits. Because the proposed project's stormwater runoff would be discharged into the local municipal storm drain system, the project is required to demonstrate that it would be consistent with the standards established in the MS4 permit as encoded in Chapter 13.18 of the Vista Municipal Code (Stormwater Management and Discharge Control Program).

The project would adhere to the NPDES Construction General Permit during construction, which includes BMPs that serve to protect groundwater quality. To prevent water quality impacts due to construction-related stormwater pollutants, the project applicant would be required to develop a SWPPP, as stated in the Vista Municipal Code Section 12.16.112 (Construction Pollutant Reduction). The project SWPPP would detail BMPs, such as desilting basins or other temporary drainage or control measures as may be necessary to control construction-related pollutants. The City would not issue a grading permit for the project until the SWPPP has been submitted to and approved by the City (Vista Municipal Code Section 12.16.112[D]). Once the project is operational, a series of project design features, including a biofiltration basin, underground detention system, and modular wetlands, would serve to capture and treat runoff.

Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The project would increase a demand for potable water and non-potable water for irrigation. However, the improvements associated with the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project site is within a developed area serviced by the Vista Irrigation District (VID), and the project does not involve the use of groundwater during construction or operation. Therefore, the project would not substantially decrease groundwater supplies or impede sustainable groundwater management of the basin. Impacts would be less than significant.

c-i. LESS THAN SIGNIFICANT IMPACT. Under current conditions, surface runoff from Basin 1 of the project site currently flows from the undisturbed natural terrain north onto West Bobier Drive, where it enters the existing storm drain system located on the west of the high point on West Bobier Drive that drains to Guajome Lake and ultimately into the San Luis Rey River. Basin 2 currently drains into West Bobier Drive, where it also enters into existing storm drain systems located on Moe Drive and ultimately

discharges into Buena Vista Creek. Runoff from basins 3, 4, and 5 currently sheet flow along natural terrain in the southeasterly direction towards the existing residential development on Waxwing Drive and Mynah Place to the southeast, which then discharge into existing storm drain systems located on Moa Drive and ultimately into Buena Vista Creek. Runoff from Basin 6 currently surface flows along the natural terrain that discharges off-site in the southwesterly direction into the existing concrete lined channel along the southern portion of the adjacent property, which then flows into the public storm drain system to Loma Alta Creek and ultimately into the Pacific Ocean. Refer to Exhibit A of Appendix E for a map of the pre-development drainage conditions.

The proposed project involves the construction of 15 single-family residences, which would increase the impervious surface area at the site. Under post-development conditions, the proposed site drainage from Basins 1 and 3 would surface flow via proposed site roofs, hardscape, and curb-gutter into the proposed biofiltration basins located in the north and northeast portion of the site prior to discharging into West Bobier Drive. Basin 2 would surface flow in northerly direction into West Bobier Drive. Basin 4 would sheet flow off-site in the easterly direction similar to the existing condition. All the runoff from basins 1 through 4 ultimately discharge into existing storm drain systems located on Moa Drive similar to the existing condition prior to discharging in Buena Vista Creek.

Basin 5 would sheet flow in the easterly direction into the proposed biofiltration basin before being routed off-site via the proposed storm drain system into the southwest corner of the site. Basins 6 and 7 would discharge via curb gutter and catch basins into the proposed biofiltration basins located on the west north and south side of the project site prior to discharging toward the southwest off-site corner of the site via the proposed storm drain systems. All the discharge runoff from basins 5 through 8 would be discharged into the existing lined channel along the southern portion of the adjacent property on the west via a concrete ditch that is built along the eastside of the adjacent property. Basin 8 is a small landscape area that would sheet flow off-site in the westerly direction. Refer to Exhibit B of Appendix E for a map of the post-development drainage conditions.

Overall, the development of the site would not have adverse impacts to the adjacent properties on the east, west and south as the development of the site would reduce the site runoff below existing conditions by constructing multiple biofiltration basins which would detain any excess water on-site. In addition, rip rap would be added at the discharge point of each biofiltration basin to reduce the velocity of runoffs as well as the discharge point into off-site. Therefore, the project would not result in substantial erosion or siltation on or off-site. Impacts would be less than significant.

c-ii. LESS THAN SIGNIFICANT IMPACT. The proposed project site would transition from a vacant site to a developed site that would support a combination of impervious surfaces and landscaped conditions, which would increase the rate and amount of runoff. This increase in runoff would be addressed by the stormwater control project design features. As stated above in item X.a, a PDP SWQMP has been prepared for the project (see Appendix F), and a SWPPP would be prepared as required under the NPDES Construction General Permit. Both the required SWPPP and PDP SWQMP would establish BMPs that would minimize impacts to existing drainage patterns of the area in a manner that would substantially increase the rate or amount of surface runoff, which would result in flooding on- or off-site.

The biofiltration basins and hydromodification designs would decrease surface runoff velocities, reducing the chances of flooding on- or off-site. Project runoff would be treated through the installation of multiple biofiltration basins with riprap at the discharge point of each basin. Flows would then be discharged to off-site infrastructure. With the project storm water and water quality infrastructure, site flow would satisfy the hydromodification management requirements of the City's BMP Design Manual. As discussed in the Drainage Study prepared for the project, the proposed conditions would not

substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

c-iii. LESS THAN SIGNIFICANT IMPACT. As stated above in item X.a, a SWPPP would be implemented for the proposed project, which would establish BMPs that would minimize impacts to existing drainage patterns of the area. Additionally, as discussed in item X.c-ii, the Drainage Study found that project implementation would not result in a substantial adverse change in the existing drainage pattern at the site, and with the project-related storm water infrastructure, rates and velocity of stormwater discharges would match pre-project conditions. Therefore, the project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff. Impacts would be less than significant.

c-iv. LESS THAN SIGNIFICANT IMPACT. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project site is located in an area with a 0.2 percent Annual Chance Flood Hazard (Zone X; FEMA 2012). Although the project would result in an increase of impervious surfaces at the site, project implementation of the project would not result in a substantial adverse effect on the drainage pattern at the site, as discussed in item X.c-ii above. Therefore, the project would not impede or redirect flood flows. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. As discussed in item X.c-iv, the project would not result in a flooding hazard. Tsunamis are usually caused by displacement of the ocean floor, causing large waves, and are typically generated by seismic activity. The proposed project is located approximately seven miles from the Pacific Ocean; therefore, a tsunami hazard is not present for the project site. A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity, and can affect harbors, bays, lakes, rivers, and canals. The nearest body of water, Guajome Lake, is approximately two miles northwest of the project site, which is too far to present impacts by a seiche event. Impacts related to floods, tsunamis, or seiches would be less than significant.

e. NO IMPACT. As stated above in item X.a, a SWPPP would be implemented for the proposed project. Additionally, the project would comply with all City storm water quality standards during construction and operation. Adhering to the BMPs and all storm water quality standards would minimize any potential negative impacts associated with hydrology and water quality. Additionally, according to the General Plan EIR, the buildout of the General Plan would not substantially interfere with groundwater recharge or groundwater supplies (City 2012). Implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

XI. Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a. NO IMPACT. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impact mobility within an existing community or between a community and outlying area. No new major supporting infrastructure facilities would need to be constructed and/or extended to the project site that could result in a physical disruption to an established land use or the local pattern of development. The project site is within an urban area developed primarily with residential uses. The proposed project includes the construction of 15 attached single-family homes on a lot that is currently vacant within an area that is surrounded by residential land uses. The project is designed to adhere to the General Plan land use and zoning designation. Thus, the project would be consistent with the surrounding land uses and would not divide an established community. Therefore, the proposed project would not physically divide an established community. No impact would occur.

b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project's consistency with the General Plan (City 2012), the Vista Municipal Code and Vista Development Code, and other land use plans and policies is discussed below.

General Plan 2030 Update

Circulation Element

As discussed in Section XVII, *Transportation/Traffic*, of this IS/MND, the Circulation Element of the General Plan (City 2012) states that the City has established LOS D as the threshold for acceptable operating conditions in designated areas. In addition, if a roadway or intersection is currently operating at a capacity less than LOS, additional traffic will have a substantial effect if it adds more than an average of two seconds of delay.

Although the project would result in an increase in traffic near the site, the roadways and intersections within the project area would not conflict with the City's established LOS goals. In addition to LOS, the General Plan Circulation Element contains several alternative transportation policies, including policies that can be implemented individually on a project-by-project basis, and policies that are programmatic. The project would be consistent with the Circulation Element policies by providing internal sidewalks, enhancing public pedestrian facilities, and providing adequate parking for project residents. See Section XVII, *Transportation/Traffic*, below for additional information. Therefore, the project would not conflict with the Circulation Element of the City's General Plan.

Healthy Vista Element

The Healthy Vista Element includes goals and policies that can improve community health by encouraging healthful behaviors and choices and providing more healthful options and opportunities for individuals. The project would include both public and private outdoor spaces, such as backyards attached to each dwelling unit and the designated open space area in the northern central area of the site. The provision of public open spaces would increase community cohesion and encourage outdoor activity. The project would not conflict with the goals and policies outlined in the Healthy Vista Element of the City's General Plan.

Housing Element

The project's proposed 15 single-family dwelling units, which provide a net density of 9 units per acre, would be consistent with the General Plan land use designation of MD (10 dwelling units/acre) and

the zoning designation of R-1-B (10 dwelling units/acre). As such, the project would not require a General Plan Amendment or zone change to accommodate the residential land uses. Therefore, the project would not constitute a conflict with a land use plan adopted for the purposes of avoiding or mitigating an environmental effect and would be consistent with the City's Housing Element.

Land Use and Community Identity Element

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

LUCI Goal 2: Preserve and enhance the characteristics and features of neighborhoods that share common development patterns, topography, major streets, and zoning patterns.

LUCI Policy 2.4: Discourage subdivision design that disrupts the existing development pattern within established neighborhoods.

The design of the proposed project would maintain the existing residential character of the surrounding area. The homes would be single-family, similar to the surrounding neighborhood to the south, and would not disrupt the existing pattern of development. Currently, the site is vacant and comprised of scattered trees, bushes, and several large rock outcroppings. Conversely, the project would be a continuation of the residential development that occurs to the north, south, east, and west, creating a cohesive development pattern. In addition, the proposed residences would be two stories tall, which would be similar to the scale of the developments to the north, across West Bobier Drive and to the west. Therefore, the proposed development would be compatible and consistent with the Land Use and Community Identity Element of the City's General Plan.

Noise Element

The discussion below analyzes potential exterior/interior noise impacts after completion of the project as evaluated as part of the project Noise Assessment Study prepared by HELIX and included as Appendix G of this IS/MND.

Exterior Noise Levels: The City General Plan Noise Element provides exterior noise level limits for multi-family patios and balconies (with a depth of 6 feet or more). The General Plan requires the exterior use areas of new residential uses to be exposed to noise levels of 65 Community Noise Equivalent Level (CNEL) or less. The exterior use areas proposed by the project include back patios and yards. No balconies are proposed.

The closest exterior use areas to West Bobier Drive would be the backyards of Lots 1 through 3, as depicted in Figure 3. These yards, assuming they extend to the proposed sidewalk, would be approximately 60 feet from the roadway centerline of West Bobier Drive. The exterior use areas of Lots 4 through 6 would be located at a distance of approximately 100 feet from West Bobier Drive. Modeling using Existing + Project traffic conditions was conducted using the Traffic Noise Model (TNM), which is further described in XIII, *Noise*, below. The model assumed no attenuation from existing topography as a conservative analysis, but Lots 4 through 6 were modeled with loose soil to account for the areas of the project site left to be undisturbed. At these distances, noise levels at the exterior use areas of Lots 1 through 3 would be approximately 69 CNEL. At Lots 4 through 6, noise levels would be 63.4 CNEL. Therefore, the exterior use areas for Lots 1 through 3 may not be compatible with the City General Plan limits for residential developments. Mitigation measure LU-1 would require the placement of permanent noise walls to reduce noise levels at these locations.

Mitigation Measure

LU-1 On-Site Noise Barriers. Noise levels within the backyard areas of Lots 1, 2, and 3 may be exposed to noise levels exceeding the City General Plan noise compatibility standards and shall be reduced to below 65 CNEL.

Noise reduction for these exterior use areas shall be accomplished through on-site noise barriers (walls). The wall shall be at least 6 feet in height and would break the line-of-sight between the backyards of Lots 1, 2, and 3 and Bobier Drive. To appropriately reduce noise levels, the wall should be constructed at the pad elevation for each lot.

The sound attenuation barrier must be solid. It can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must have a minimum Sound Transmission Class (STC) 22 rating. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used on the upper portion.

Interior Noise Levels: Traditional architectural materials are conservatively estimated to attenuate noise levels by 15 CNEL; therefore, if exterior noise levels at a building façade exceed 60 CNEL, interior noise levels may exceed the 45 CNEL limit set forth in the City General Plan Noise Element for residential uses. Modeling using Existing + Project traffic conditions was conducted using TNM to assess the noise levels that would affect the project's future residences. Residences would be approximately 120 feet from the roadway centerline. At these distances, noise levels at the façades of the homes for Lots 1 through 6 would be approximately 65.3 CNEL. Because noise levels at project buildings would exceed 60 CNEL, interior spaces may exceed 45 CNEL. To ensure that the project's habitable rooms do not exceed 45 CNEL, mitigation measure LU-2 would be required.

Mitigation Measure

LU-2 On-site Interior Noise Level Reduction. For the project's Lots 1 through 6 habitable areas (living rooms and bedrooms), interior noise levels shall be reduced to 45 CNEL or less. The following measures may be incorporated in the design of the project to reduce interior noise levels:

- Minimum exterior wall requirement of STC 46 with a construction of standard 3/8-inch exterior one coat stucco over 1.0-inch rigid R-4 insulation over 1/2-inch shear wall on 2x6 studs with 5/8-inch Type "X" Drywall.
- Minimum window requirement of STC 28 with a vinyl frame window construction of dual glazing window thickness 1/8-inch and 1/2-inch air gap.
- Appropriate means of air circulation and provision of fresh air intake shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.
- Buildings shall provide mechanical ventilation in accordance with the 2022 California Mechanical Code.

With implementation of mitigation measures LU-1 and LU-2, the project would be consistent with the Noise Element of the City's General Plan.

Public Safety Element

The proposed project would be adequately served by existing public services and facilities. In addition, the project would be required to comply with the City's building and fire codes, the seismic regulations within the CBC, and state and federal regulations regarding the use and disposal of hazardous materials during construction and operation. Therefore, the project would be consistent with the Public Safety Element of the City's General Plan.

Resource Conservation and Sustainability Element

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

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

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

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

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

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

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

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

The proposed project would be consistent with RCS Policy 2.7 and Goal 2 through the preparation of the Air Quality and Greenhouse Gas Emissions Technical Report (Appendix A) as described in Section VIII, *Greenhouse Gas Emissions*, which found that the project would not exceed GHG emissions thresholds. As described in Section X, *Hydrology and Water Quality*, the design of the proposed project incorporates a number of LID techniques and facilities that meet RCS Policy 4.6 and Goal 4. The project would additionally be consistent with RCS Goal 12 and Policy 12.2 and 12.3, as the project would implement mitigation measures CR-1 through CR-6, which would require the protection and preservation of cultural resources through measures such as Native American monitoring. See Section V, *Cultural Resources*, for additional details. As such, the project would not conflict with the Resource Conservation and Sustainability Element of the City's General Plan.

Additional Land Use Plans and Policies

Habitat Conservation Plan or Natural Community Preservation Plan

The MHCP is a comprehensive, multiple jurisdictional planning program designed to develop an ecosystem preserve in northwestern San Diego County. Implementation of the regional preserve system is intended to protect viable populations of key sensitive plant and animal species and their habitats, while accommodating continued economic development and quality of life for residents of the north county region.

As discussed in Section IV, *Biological Resources*, project site occurs within the boundaries of the North County MHCP, specifically within the boundaries of the Vista Subarea, which does not have an approved or adopted Subarea Plan. The only Subarea Plan that has been approved and adopted within the North County MHCP is the City of Carlsbad MHCP Subarea Plan, also known as the Carlsbad Habitat Management Plan. Within the North County MHCP, the site is situated in areas identified as Developed/Disturbed Land, outside of areas targeted for conservation, including FPA, Hardline Areas (90 percent to 100 percent Conservation), Softline Areas (Less than 90 percent Conservation), Hardline Preserves, Major Amendment Area, Natural Habitats (Outside of FPA), Core Gnatcatcher Conservation, Biological Core and Linkage Area, and Edge Habitat. No suitable habitat for covered species and other resources targeted for conservation under the North County MHCP occurs on the site. As such, the project is not proposed in any areas targeted for conservation and would not conflict with the provisions of the MHCP. As such, the project would be consistent with the MHCP.

Zoning Ordinance

Per Vista Development Code Chapter 18.30, the project site has a zoning designation of Single-Family Residential (R-1-B). The project's proposed 15 single-family dwelling units, which provide a net density of 9 units per acre, would be consistent with the site's zoning designation of R-1-B, which allows for 10 dwelling units per acre. In addition, the project's proposed single-family development would be consistent with the permitted uses outlined in Vista Development Code Chapter 18.30. Therefore, the project would not conflict with the City's Zoning Ordinance.

Traffic Impact Analysis Guidelines

The City's Transportation Impact Analysis Guidelines includes a list of project types that are screened out for CEQA purposes since the project has vehicle miles traveled (VMT) reducing characteristics and is assumed to decrease VMT. This includes projects generating less than 500 ADT if inconsistent with the General Plan, or less than 1,000 ADT if consistent with the General Plan. As discussed in Section III, *Air Quality*, the project's 15 single-family residential units are anticipated to generate 150 ADT. As such, the project is presumed to have a less than significant VMT impact and would not require a detailed VMT analysis. As such, the project would be consistent with the City's Traffic Impact Analysis Guidelines (Appendix H).

Summary

With implementation of mitigation measures LU-1 and LU-2, the project would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding an environmental impact. Therefore, impacts would be less than significant with mitigation incorporated.

XII. Mineral Resources

<i>Would the project.</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. No IMPACT. Mineral resources are commonly defined as a concentration or occurrence of natural, solid, inorganic, or fossilized organic material in or on the earth’s crust in such form and quantity and of such a grade or quality that it has reasonable prospects for economic extraction. Mineral resources can be categorized into three classes: fuel, metallic, and non-metallic. Fuel resources comprise coal, oil, and natural gas. Metals include such resources as gold, silver, iron, and copper. Lastly, non-metal resources include industrial minerals and construction aggregate. Industrial minerals include boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone. Construction aggregate includes sand and gravel, and crushed stone.

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary regulator for surface mining in the state. The act requires the state geologist (California Geological Survey) to identify all mineral deposits in the state and to classify them based on their significance. SMARA defines a mineral deposit as a naturally occurring concentration of minerals in amounts or arrangement that under certain conditions may constitute a mineral resource. The concentration may be of value for its chemical or physical characteristics. The classification of these mineral resources is a joint effort of the State and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZs), or Identified Resource Areas (IRAs), described below:

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where mineral resource significance is undetermined.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- SZ Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- IRA Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicate that significant minerals are present.

According to the Generalized Mineral Land Classification Map of Western San Diego County prepared by the California DOC Division of Mines and Geology, the project site is classified as MRZ-3 (DOC 1996). Therefore, the significance of mineral resources in the project region is undetermined. The General Plan EIR states that the potential for viable extraction of mineral resources within the MRZ-3 is limited due to the City’s urbanized character (City 2011). In addition, the City’s General Plan does not identify the project site as a locally important mineral resource recovery site (City 2012). Therefore, there would be no loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

b. NO IMPACT. As stated above in item XII.a, the project area is not used for mineral extraction and is not known as a locally important mineral resource recovery site. Further, the project area is not delineated on any plan for mineral resource recovery uses. No impact would occur.

XIII. Noise

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

The discussion below is summarized and based on the analysis and conclusions contained in the Bobier Property Project Noise Assessment Study prepared by HELIX (2025c) for the proposed project. The report is included as Appendix G to this IS/MND.

Discussion

a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Implementation of the project would result in an increase in noise during project construction and operation. Noise-sensitive receptors (i.e., land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. According to the Noise Assessment Study (Appendix G), sensitive receivers near the project site include the existing multi-family residential uses to the north across West Bobier Drive and single-family residential uses directly to the south and east of the project site, in addition to the Modera Melrose Mixed-Use Development directly to the west of the project site.

Noise Thresholds and Standards

Rapid variations in ambient air pressure are perceived as sound by the human ear when they occur within certain limits. A decibel (dB) is a unit used to express the intensity of a sound wave. Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, the dBA descriptor (or A-weighted sound level) is used because it factors sounds more heavily within the range of maximum human sensitivity to sound frequencies. Although the A-weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of sounds from distant sources that create a relatively steady background noise in which no particular source is identifiable. For this type of noise, a single descriptor called the L_{EQ} (or equivalent sound level) is used. The minimum change in sound level that the human ear can detect is approximately three dBA. This increment is commonly accepted under CEQA as representing an impact threshold. This limit is also accepted by the City as the significance threshold to determine a proposed project’s impact on the affected (existing) environment.

Applicable Noise Thresholds

The City has adopted the County of San Diego Noise Ordinance for the purpose of controlling excessive noise levels, including noise from construction activities.

Table N-1, *Applicable Exterior Property Line Noise Limits*, lists the applicable exterior property line noise limits.

**Table N-1
APPLICABLE EXTERIOR PROPERTY LINE NOISE LIMITS**

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-1B, 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, O-3, C-T, OP, M-U and Downtown 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

Source: Vista Municipal Code, Section 8.32

A-1 = Agricultural; C-1 and C-3 = Commercial; C-T = Commercial Transient; E-1 = Estate; I-P = Industrial; M-1 = Light Manufacturing; MHP = Mobile Home Park; M-U = Mixed Use; O = Open Space; O-3 = Office Park; OP = Office Professional; OSR = Open Space Residential; R-1 and R-1B = Single-family Residential; R-M = Multi-family Residential

Per the Vista Noise Ordinance, impacts would be significant if the project would generate noise levels at a common property line with the adjacent residential zones to the west, south, and east that would exceed the following one-hour average exterior noise levels: 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m.

For traffic-related noise, impacts are considered significant in areas where traffic noise at single-family residential uses exceeds 65 CNEL, and implementation of the project would result in an increase of the noise level by 3 CNEL or more.

Construction activity would be considered significant for nearby residences if it exceeds an 8-hour average exterior noise level of 75 dBA, or a maximum impulsive noise level of 82 dBA on an occupied residential use. The ordinance prohibits construction and building work between the hours of 7:00 p.m. and 7:00 a.m. of the next day, on Sundays, or on a holiday. Construction noise exceeding 10 dBA above ambient noise levels at nearby sensitive receptors would be considered a substantial increase.

Existing Noise Levels

Ambient Noise Levels

Two measurements were taken for the ambient noise survey. One measurement was taken along the northern portion of the project site, approximately 30 feet south of West Bobier Drive, and another measurement was taken along the southern portion of the project site along Waxwing Drive. The measured noise level is shown in Table N-2 *Noise Measurement Results*.

**Table N-2
NOISE MEASUREMENT RESULTS**

Measurement 1	
Date:	December 17, 2024
Conditions:	Temperature: 66° F. Wind Speed: 3 mph. 34% humidity.
Time:	11:02 a.m. – 11:17 a.m.
Location:	Along the northern boundary of the project site 30 feet south of West Bobier Drive.
Measured Noise Level:	69.4 dBA LEQ
Notes:	Dog barking at adjacent residential property to the east and distant aircraft noise. Minimal noise from adjacent property under construction to the west. Noise primarily from traffic on West Bobier Drive.
Measurement 1	
Date:	December 17, 2024
Conditions:	Temperature: 68° F. Wind Speed: 3 mph. 34% humidity.
Time:	11:25 a.m. – 11:40 a.m.
Location:	Along the southern boundary of the project site adjacent to Waxwing Drive.
Measured Noise Level:	53.9 dBA LEQ
Notes:	Distant train noise to the southwest and distant aircraft noise.

Source: HELIX 2025c; Appendix G

Existing Traffic Levels

Based on SANDAG’s trip generation guide (SANDAG 2002), the daily trip generation for single-family residential land uses is 10 trips per dwelling unit. Using this metric, the anticipated trip generation for the proposed project’s 15 single-family homes would be 150 ADT. Because exact distribution of traffic is not available, this analysis conservatively assumes the entire length of each modeled roadway would receive the project’s entire ADT.

Average daily traffic data for West Bobier Drive was based on volumes identified for the adjacent Modera Melrose Mixed-Use Development project (Dudek 2022). Based on traffic observations completed by HELIX staff along West Bobier Drive, a traffic distribution of 95.5 percent automobiles, 2.5 percent medium trucks, and 2 percent heavy trucks was used in this analysis for the existing traffic. Project-generated traffic is assumed to be comprised entirely of automobiles.

Future Noise Prediction Modeling

Modeling of the exterior noise environment for this report was accomplished using TNM version 2.5. The TNM was released in February 2004 by the U.S. Department of Transportation (USDOT) and calculates the daytime average hourly LEQ from three-dimensional model inputs and traffic data (Caltrans 2004).

Peak-hour traffic volumes are estimated based on the assumption that approximately 10 percent of the average daily traffic would occur during a peak hour. The one-hour LEQ noise level is calculated utilizing peak-hour traffic. Peak hour LEQ can be converted to CNEL using the following equation, where $LEQ(h)pk$ is the peak hour LEQ , P is the peak hour volume percentage of the ADT, d and e are divisions of the daytime fraction of ADT to account for daytime and evening hours, and N is the nighttime fraction of ADT:

$$CNEL = LEQ(h)pk + 10\log_{10} 4.17/P + 10\log_{10}(d + 4.77e + 10N)$$

The model-calculated one-hour LEQ noise output is therefore approximately equal to the CNEL (Caltrans 2013).

Project construction noise was analyzed using the Roadway Construction Noise Model (RCNM; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Operational On-site Noise Generation

Specific planning data for the future heating, ventilation, and air conditioning (HVAC) systems and exact building site locations are not available; however, analysis using a typical to larger-sized residential condenser mounted on ground-level pads provides a reasonable basis for analysis. Modeling assumed that the HVAC unit would be a Carrier 38HDR060 split system condenser. This unit typically generates a noise level of 56 dBA at a distance of 7 feet. If placed on the proposed patios, the HVAC units would be located approximately 25 feet from the project boundary to the south. At this distance, a single HVAC would generate a noise level of approximately 44.9 dBA. Therefore, operational noise from HVAC units would not exceed the City's nighttime allowable hourly limit of 45 dBA, and impacts would be less than significant.

Operational Off-site Transportation Noise Generation

The project would generate vehicular traffic that would utilize West Bobier Drive and have the potential to result in increased noise levels at existing residences along the roadway. As noted in Section 3.2 above, existing and future traffic noise levels presented in this analysis are based on traffic volumes estimated for the adjacent Modera Melrose Mixed-Use Development by Dudek (2022). Refer to Table 6 above for the forecasted ADT data for existing and project-added traffic volumes.

TNM software was used to calculate the noise contour distances for Existing and Existing + Project conditions. The off-site roadway modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. The results of this analysis for the CNEL at the nearest NSLUs to the roadway centerline are shown below in Table N-3, *Off-site Traffic Noise Levels*. Full modeling inputs and outputs can be found in Appendix G.

**Table N-3
Off-site Traffic Noise Levels**

Roadway Segment	CNEL @ 50 feet			Direct Impact ¹
	Existing	Existing + Project	Change from Existing	
West Bobier Drive				
Melrose Drive to Sports Park Way	70.6	70.6	+0.0	No
Sports Park Way to North Santa Fe Avenue	69.9	70.0	+0.1	No

¹ A direct impact to off-site uses would occur if the project more than doubles (increases by more than 3 CNEL) the existing noise level.

As noted above, a significant direct impact would occur if existing conditions approach or exceed City standards and the project more than doubles (increases by more than 3 CNEL) the existing noise level. The project would not cause roadway noise levels to exceed 65 CNEL and would not increase roadway noise levels by more than 3 CNEL. Furthermore, this analysis conservatively assumes the unlikely scenario where all project traffic is directed down a given roadway segment. Therefore, exterior off-site direct transportation noise impacts would be less than significant.

On-site Construction Noise Generation

Construction would require the use of equipment throughout the site for the full term of construction. General project construction activities would include grading, site preparation, installation of underground utilities, physical building construction, paving, and application of architectural coatings. The magnitude of the noise impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disrupt nearby residences in the vicinity of the project site. Construction equipment would be continuously moving across the site, and equipment is not anticipated to be located at a single location during a typical workday. Therefore, construction equipment is modeled at an average distance of 100 feet from the nearest NSLUs. Table N-4, *Construction Equipment Noise Levels*, provides the 100-foot distance noise levels for equipment anticipated to be used for general construction activities.

**Table N-4
CONSTRUCTION EQUIPMENT NOISE LEVELS**

Unit	Percent Operating Time	L _{MAX} at 100 feet	dBA L _{EQ} at 100 feet
Grader	40	79.0	75.0
Dozer	40	75.6	71.7
Backhoe	40	71.5	67.6
Excavator	40	74.7	70.7
Crane	16	74.5	66.6
Generator	50	74.6	71.6
Welder/Torch	40	68.0	64.0
Paver	50	71.2	68.2
Roller	20	74.0	67.0
Concrete Mixer Truck	40	72.8	68.8
Air Compressor	40	71.6	67.7
Breaker	10	84.0	74.0

Source: RCNM; USDOT 2008 (Appendix G)

L_{MAX} = maximum noise level; dBA = A-weighted decibel; L_{EQ} = equivalent sound level

Construction equipment would not all operate at the same time or location, and would not be in constant use during the 8-hour operating day. Further, not all the pieces of equipment included in Table 8 would be used within 100 feet of off-site residences. A backhoe, grader, and dozer may be working on the site simultaneously but would not be working near one another at a given time due to the nature of their respective operations. A backhoe, grader, and dozer were analyzed together for construction noise impacts due to their likelihood of being used in conjunction with one another.

Based on these assumptions, site preparation operations using a backhoe, a grader, and a dozer at the nearest NSLU would be 77.2 dBA L_{EQ} at 100 feet. Therefore, construction noise from this equipment was modeled to exceed the noise ordinance limit defined in Threshold 4 of 75 dBA L_{EQ} (8-hour). Implementation of mitigation measure NOI-1 would reduce potential construction noise impacts to a less than significant level.

Mitigation Measure

NOI-1 Construction Noise Management Plan. Noise levels from project-related construction activities shall not exceed the noise limit specified in San Diego County Code Sections 36.408 and 36.409 of 75 dBA (8-hour average), when measured at the boundary line of the property where the noise is located or any occupied property where noise is being received. A Construction Management Plan that describes the measures included on the construction plans to ensure compliance with the noise limit shall be prepared by the project applicant and submitted to the City of Vista Planning Division for approval prior to issuance of the grading permit. The following measures may be included to reduce construction noise:

- Construction equipment to be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
- Diesel equipment to be operated with closed engine doors and equipped with factory-recommended mufflers.
- Mobile or fixed “package” equipment (e.g., arc-welders and air compressors) to be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment to be used instead of pneumatic or internal-combustion powered equipment, where feasible.
- Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) to be prohibited.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas to be located as far as practicable from noise-sensitive receptors.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent sensitive receptor.
- Temporary sound barriers or sound blankets may be installed between construction operations and adjacent noise-sensitive receptors. Due to equipment exhaust pipes

being approximately 7 to 8 feet above ground, a sound wall at least 10 feet in height above grade, to block the line-of-sight between project construction activities and residences along the southern, western, and eastern property lines. These barriers would mitigate noise levels to within acceptable levels. To effectively reduce noise levels, the sound barrier should be constructed of a material with a minimum weight of two pounds per square foot, with no gaps or perforations, and remain in place until the conclusion of demolition, grading, and construction activities.

- The project applicant shall notify residences within 100 feet of the project's property line in writing within one week prior to any construction activity, such as demolition, hard rock handling, concrete sawing, asphalt removal, and/or heavy grading operations. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint and response procedure.
- The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the affected resident shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

Rock Crushing

Rock crushing may be required for large material. If rock crushing is to be conducted on-site, machinery should be located at the furthest distance from surrounding residences. Rock crushing machinery may emit noise levels up to 95 dBA at 50 feet (Appendix G). A rock crusher, if located on-site, would be at most 140 feet from nearby residences. Assuming a noise attenuation rate of 6 dBA per doubling of distance, noise levels from the breaker would reduce to 75 dBA L_{EQ} at a distance of 500 feet. At 140 feet, construction noise from a crusher would be 86.1 dBA L_{EQ} . This would be above the limit in Threshold 2 of 75 dBA L_{EQ} and 82 dBA L_{MAX} . If on-site rock crushing is required, impacts would be potentially significant. Mitigation measure NOI-2 would ensure that potential impacts are reduced to a less than significant level.

Mitigation Measure

NOI-2 Rock Crushing Noise Reduction Measures. If on-site use of a rock crusher is required, noise levels generated shall not exceed 75 dBA L_{EQ} or 82 dBA L_{MAX} . The crusher should be located in the furthest feasible point from nearby residences. A temporary sound barrier should be placed around the rock crusher, which shields receivers to the north, east, south, and west. The barrier should stand at least as tall as the highest part of the crusher, at a minimum of eight feet. Prior to operation of the crushing machinery, a verified acoustician shall verify noise levels from equipment shall not exceed the limits noted above.

Blasting

If blasting is required, a full blasting analysis cannot be done until after the site is cleared of all surface material (including any rippable material) to expose the specific type of material to be blasted, and until the extent of the area of blasting and the required blasting charge type are known. Single-family residences are located on adjacent lots; however, the precise location of blasting cannot be known at this time. For this analysis, it is conservatively assumed blasting would occur 100 feet from off-site residences for safety purposes.

In accordance with the Code of Federal Regulations Section 816.67(b), flyrock is not allowed at this site beyond the direct area of the blast, under any circumstances. This analysis assumes that proper blast planning would be used, that all flyrock would be controlled with blast mats or other flyrock control techniques, and proper stemming materials for the charge hole would be utilized.

As with flyrock, control of airblast is dependent on the skill of the Blasting Supervisor, along with many factors, including but not limited to: the depth of the charge, the type of rock, the amount of fractures in the rock, and the length of correct stemming materials. Airblast is regulated by the limits from 30 CFR 816.61-68, which are provided below in Table N-4, *Maximum Allowable Airblast Limits*.

**Table N-4
MAXIMUM ALLOWABLE AIRBLAST LIMITS**

Lower Frequency Limit of Measuring System (Hz)	Maximum Level (±3 dB)
0.1 Hz or lower	134 peak
2 Hz or lower	133 peak
6 Hz or lower	128 peak
C-weighted noise level (dBC)	105 dBC

Hz = Hertz, dB = decibel

The following analysis is based on a general description of potential impacts that would result from blasting activities. See Appendix G for additional details regarding methodology. The following scaled distance factors in Table N-5, *Scaled Distance Factors*, are based on the relationship between peak particle velocity and frequency. Analysis of scaled distance for the charge weight is based on the following:

**Table N-5
SCALED DISTANCE FACTORS**

Distance from the Blasting Site (feet)	Scaled Distance Factor
0 to 300	50
300 to 5,000	55
5,001 and beyond	65

The allowable charge weight is calculated by: $W = (D/D_s)^2$

- W = Allowable charge weight in pounds
- D = Distance to the nearest structure in feet
- D_s = Value from table based on D

A distance (D) of 100 feet was used in the calculation. At a distance of 100 feet, the scaled distance factor (D_s) would be 50. Therefore, for the control of ground-borne vibration impacts to the closest off-site residence, the maximum charge weight would be 4 pounds at a minimum distance of 100 feet.

Because project-specific details regarding blasting operations are not available at this time, impacts to off-site residences are conservatively assessed as potentially significant. The blasting contractor would be required to determine the allowable distances and charge weights. This analysis is general in nature and does not substitute for proper planning of any blasting and/or responsibility for any potential damages caused by the blaster. Implementation of measure NOI-3 would ensure that potential impacts are reduced to a less than significant level.

NOI-3 Blasting Management Plan. Should blasting be required on the project site, the project applicant shall prepare a Blasting Management Plan that minimizes potential blasting effects to adjacent residences within 100 feet. All blast planning must be done by a City of Vista-approved blasting contractor, and submitted to the City with the appropriate blasting permits, and all other applicable local, state, and federal permits, licenses, and bonding. The blasting contractor or owner must conduct all notifications, inspections, monitoring, and major or minor blasting requirements planning with seismograph reports, as necessary.

Construction Traffic Noise

It is anticipated that 12 round trips, or 24 one-way haul truck trips, would be required for the clearing and export of existing vegetation over the course of 24 workdays during the site preparation phase of construction. Up to two one-way haul truck trips, or passes, would occur per day. This daily traffic level associated with vegetation export is anticipated to be the highest daily traffic level associated with project construction. As a conservative estimate, four passes by a haul truck are used for all roadway segments.

The additional four construction trips were added to the existing traffic volumes on Bobier Drive north of the project site. Using TNM, receivers were modeled at 50 feet from the roadway centerline, and construction haul trips were modeled as heavy trucks. The modeled existing traffic noise levels along West Bobier Drive are 70.6 CNEL for the segment between Melrose Drive and Sports Park Way, and 69.9 between Sports Park Way to North Santa Fe Avenue. The addition of the project's four haul truck trips during the grading phase of construction would not increase these noise levels. This would not be a perceptible increase, and impacts from construction traffic noise to existing NSLUs would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. A possible source of vibration during general project construction activities would be a vibratory roller, which may be used for compaction of soil beneath building foundations and could be used within 50 feet of the existing off-site residences east and south of the project site and the future residences of the Modera Melrose Mixed-Use Development west of the project site. Most usage of a vibratory roller, however, would occur at distances greater than 50 feet from any single residence due to the mobile nature of its use across the project site. A vibratory roller would create approximately 0.210 inch per second peak particle velocity (PPV) at a distance of 25 feet (Caltrans 2020). A 0.210 inch per second PPV vibration level would equal 0.098 inch per second PPV at a distance of 50 feet.¹ This would be lower than the structural damage impact to older structures of 0.5 inch per second PPV and the “strongly perceptible” impact for humans of 0.1 inch per second PPV. Additionally, off-site exposure to such ground-borne vibration would be temporary as it would be limited to the short-term construction period. Therefore, even though vibration may be perceptible at nearby residences, temporary impacts associated with the roller (and other potential equipment) would be less than significant. In addition, as a residential development, the project would not generate excessive ground-borne vibration during operation; therefore, no impacts would occur.

c. LESS THAN SIGNIFICANT IMPACT. The project is subject to some distant aircraft noise, though the site is not located near an active airport. The nearest airports are Oceanside Municipal Airport, located approximately 5.3 miles to the west, and McClellan-Palomar Airport, located approximately 6.2 miles to the southwest. At these distances, no effects related to airport noise would occur at the project site, and impacts would be less than significant.

1 Equipment PPV = Reference PPV * (25/D)ⁿ (inches per second), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013b.

XIV. Population and Housing

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. LESS THAN SIGNIFICANT IMPACT. Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth, such as new housing (direct) or creation of a new job center or the expansion of infrastructure to increase capacity (indirect).

The proposed project would directly add to the City’s population by introducing 15 new single-family residences. According to SANDAG’s 2024 Population and Housing Estimates, the average household size in Vista is 3.03 people (SANDAG 2024a). Applying this rate, an additional 15 residences could result in a population increase of approximately 45 people. Based on the City’s estimated population of 107,444 (SANDAG 2024a), the project would increase the City’s population by 0.04 percent.

The City’s General Plan designates the project site as MD and is zoned as R-1-B. The project would be consistent with the land use and zoning designations for the project site and would not require a General Plan Amendment or zone change. A Regional Housing Needs Assessment (RHNA) was prepared for the City in accordance with California law that requires local governments to facilitate and encourage the production of housing to accommodate population and employment growth. The 2021-2029 RHNA target for the City is 2,561 homes distributed among various income levels (City 2021). Given that the project would be consistent with the designated land use and zoning for the site and would provide a portion of the RHNA allocation, it would not represent a significant impact due to unanticipated or unplanned growth. Direct impacts would be less than significant.

The project would not involve activities or features that would indirectly induce growth. Infrastructure would be extended to the site; however, this extension would be from the existing municipal facilities that serve the greater project area and would not involve the installation of any infrastructure that would expand capacity beyond the site. The project site, which is already surrounded by existing development, including West Bobier Drive and multi-family residences to the north, single-family residences to the south, the Moderna Melrose Mixed-Use Development Project to the west, and single-family residences to the east, would not provide any new or future potential to accommodate development beyond the site. Therefore, the project would not indirectly contribute to substantial growth. Indirect impacts would be less than significant.

b. NO IMPACT. The project site does not currently support any housing. Thus, the project would not displace any people. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

XV. Public Services

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-i. LESS THAN SIGNIFICANT IMPACT. The proposed project would be served by the VFD. The closest City fire station to the site is VFD Station No. 6, located at 651 East Vista Way, approximately 1.5 miles to the southeast of the project site. The project would introduce approximately 45 residents to a previously vacant site, which would increase the demand for fire services. However, the project would be consistent with existing plans and zoning, so this would be a planned increase. In addition, the VFD currently provides fire protection services to the project area. Therefore, the project would not be adding new land to the jurisdiction of Station No. 1 that was not previously serviced.

The project does not represent a unique land use or type of construction that would require additional VFD resources, would not have a significant impact involving fire response times, and would not otherwise create a substantially greater need for fire protection services than already exists. The project applicant would be required to submit project plans to VFD for review and plan check approval with respect to applicable fire protection standards set forth in Chapter 16.04 of the Vista Development Code would be required prior to the issuance of building permits. Through this routine process, VFD would confirm that the project meets all applicable fire codes set forth by the State Fire Marshal and the City’s building code, including sufficient fire flow and emergency access for fire engines and crews. While no new fire protection facilities would be required to serve the project, the project applicant would be required to contribute a Fire Protection Development Fee in accordance with the City’s Fee Schedule for incremental increases in demand for fire protection services, which provide funding for future improvements by VFD. Such improvements would undergo separate environmental review at the time they are proposed.

Implementation of the proposed project may result in an increase in the demand for emergency services; however, the size and location of the project would not place an undue hardship on the VFD since they are presently servicing the areas surrounding the project site. Therefore, implementation of the proposed project would not exceed the capacity of the VFD to serve the site with existing fire protection services and resources. Impacts would be less than significant.

a-ii. LESS THAN SIGNIFICANT IMPACT. The San Diego County Sheriff’s Department (SDCSD) provides police services to the City. The closest police station to the site is the SDCSD Vista Station located at 325 South Melrose Drive #210, approximately 1.9 miles south of the project site. The project would involve the construction of 15 single-family residences on a vacant site, which could generate an increase in demand for police protection services. However, the SDCSD currently provides police protection services to the site, and the project would be consistent with existing plans and zoning for the site. Therefore, while the types of calls may differ from those that would occur with the existing land use, the project would not be adding new land to the jurisdiction of SDCSD that was not previously serviced. Impacts would be less than significant.

a-iii. LESS THAN SIGNIFICANT IMPACT. The project includes the development of 15 single-family residences, some of whom may house school-aged children. The project site is located within the boundaries of VUSD, which serves grades pre-school through 12. The closest school to the site is Maryland Elementary School, located at 700 North Avenue, approximately 0.4 mile southwest of the project site.

As discussed in item XIV.a., the project would result in 45 new residents in the project area, some of which may be school-age children. There would be an increase in the demand for VUSD school services if the homes are ultimately occupied by people from outside the City or County. The VUSD Long Range Facilities Master Plan (VUSD 2023) states that overall enrollment across the district is projected to shrink by 11 percent from 17,698 student enrollment in 2021 to a projected 14,331 student enrollment in 2029. As such, available capacity is increasing across nearly all school sites (VUSD 2023).

Pursuant to California Education Code Section 17620 et seq. and Government Code Sections 65995(h) and 65996(b), the project would be required to pay the current statutory developer fee of \$4.08 per square foot of residential construction as a condition of building permit approval (as of 2025). Payment of these fees would assist in funding VUSD’s long-range plans. Senate Bill 50 states that the fees imposed by school districts shall constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development project. Such payment shall provide “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). Therefore, the proposed project would not result in the need for additional or altered schools, the construction of which could cause significant environmental impacts, and would not adversely impact performance objectives such as teacher-student ratios or capacities for schools in the area. Impacts would be less than significant.

a-iv. LESS THAN SIGNIFICANT IMPACT. The project would add 15 new residences, which would introduce new residents to the area who would likely use parks. The closest public parks to the project site are Vista Sports Park, located approximately 0.3 mile northwest of the project site, and Liz Duran Park, located approximately 0.9 mile southeast of the project site. Although the project would potentially increase the utilization of existing parks and recreational facilities within the City, the combination of existing public park and recreational facilities in the project vicinity, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project applicant would be required to contribute a Park Fee in accordance with the City’s Fee Schedule for incremental increases in demand for public park facilities, which provide funding for future improvements to public park facilities by the City. Such improvements would undergo separate environmental review at the time they are proposed. Therefore, the construction of 15 single-family dwelling units would not result in substantial adverse effects to the existing parks or require the construction of new parks. Impacts would be less than significant.

a-v. LESS THAN SIGNIFICANT IMPACT. Future residents of the developed project may occasionally visit other public facilities such as senior centers, community centers, pools, and libraries. Each of these facilities is intended to serve the general public. The added population from this project would have a less than significant impact on these types of facilities, as only a small percentage of the project’s residents would visit a particular facility on a given day. The proposed project would not individually result in a need to construct new types of other public facilities.

XVI. Recreation

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

Discussion

a. LESS THAN SIGNIFICANT IMPACT. To be conservative, if the population of the project site is comprised entirely of new residents to the City, the project would increase the City’s population by approximately 45 persons. Additional residents generated by the project would likely increase demand for public parks. The closest public parks to the project site are Vista Sports Park, located approximately 0.3 mile northwest of the project site, and Liz Duran Park, located approximately 0.9 mile southeast of the project site.

A slight increase in demand for the existing public recreational resources could occur from the additional 45 residents that would be generated from the project. However, impacts from the project are anticipated to be minimal due to the number of existing park and recreation facilities that are in the vicinity of the project. The slight increase in demand for public recreation facilities that could occur would be spread amongst the existing facilities. Therefore, the project would not result in a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would be less than significant.

b. No Impact. The project does not include formal recreational facilities (playgrounds, picnic areas, etc.) and would not require the construction or expansion of recreational facilities. No impact would occur.

XVII. Transportation/Traffic

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

Discussion

a. LESS THAN SIGNIFICANT IMPACT. A variety of plans, policies, and ordinances address transit, roadway, bicycle, and pedestrian facilities. Roadway segment capacity and LOS standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, however, the performance and LOS of a roadway segment are heavily influenced by the ability of an intersection to accommodate peak-hour volumes. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Within the City and the San Diego region, intersection performance rather than roadway segment performance is considered a better indicator of poor traffic operations. The Circulation Element of the General Plan states that the City has established LOS D as the threshold for acceptable operating conditions in designated areas (City 2012). In addition, if a roadway or intersection is currently operating at a capacity less than LOS D, additional traffic will have a substantial effect if it adds more than an average of two seconds of delay (City 2012). The project is anticipated to generate approximately 12 morning peak trips and 15 afternoon peak trips. As determined in the Project Information Form prepared for the project (Appendix H), the project would not be required to prepare an LOS analysis, and the peak hour trips generated by the project would not be enough to substantially affect the roadway network. Therefore, the project would not result in an increase of traffic that would conflict with the City’s thresholds of acceptable operating conditions and thereby the City’s General Plan Circulation Element in relation to vehicular traffic.

In addition to LOS, the General Plan Circulation Element contains several alternative transportation policies, including policies that can be implemented individually on a project-by-project basis, and policies that are programmatic. The project would be consistent with the Circulation Element policies by providing internal sidewalks, limiting drive access to main project roadways, and not providing pass through opportunities for vehicle traffic.

Transit service in the City is provided by the North County Transit District (NCTD). Within the project area, NCTD operates bus route 318, which travels along West Bobier Drive in the project area. Route 318 has two transit stops approximately 530 feet east of the project site and two transit stops 0.25 mile west of the project site. The project would not affect these existing bus operations or

facilities. Sidewalks are provided along West Bobier Drive. The project would not affect these existing pedestrian facilities and would add a curb/gutter and sidewalk improvements along West Bobier Drive fronting the project. A Class II bicycle facility exists along West Bobier Drive in both the eastbound and westbound directions in the vicinity of the project. The project would not affect these existing bicycle facilities and would not preclude the implementation of future planned facilities.

Thus, the project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The Project Information Form (Appendix H) utilized methodologies identified in the City's Transportation Impact Analysis Guidelines to determine if the project would be required to conduct a VMT analysis. The City's Transportation Impact Analysis Guidelines includes a list of project types that are screened out for CEQA purposes since the project has VMT-reducing characteristics and is assumed to decrease VMT. This includes projects generating less than 500 ADT if inconsistent with the General Plan, or less than 1,000 ADT if consistent with the General Plan. The project's 15 single-family residential units are anticipated to generate 150 ADT (Appendix H). As such, the project is presumed to have a less than significant VMT impact and would not require a detailed VMT analysis. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. There would be no hazardous design features or incompatible uses introduced by the project. The project would be a single-family residential development that would be comparable to the surrounding land uses. Access to the project site would be provided via a driveway located on West Bobier Drive, approximately 250 feet east of the intersection of Sports Park Way and West Bobier Drive, which would function as a side-street stop-controlled intersection with West Bobier Drive as the uncontrolled approach and the driveway as the stop-controlled approach. This driveway would include one inbound lane and one outbound lane. Internal roadways on the project site would allow for a two-way flow of vehicle traffic and provide access to garages. All project circulation elements would be designed in accordance with City standards, such as Vista Development Code Title 19 (Streets/Sidewalks). No unique roadway features, traffic patterns, or incompatible vehicles would be introduced as part of the development. Development of the proposed project would not increase traffic hazards due to incompatible uses that could affect existing traffic or circulation in the project area. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The proposed project would not result in significant impacts to emergency access. During construction of the project, heavy construction-related vehicles could interfere with emergency responses to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such trips would be brief and infrequent. Furthermore, as discussed in item IX.f., the City requires traffic control plans for any construction activity that will disrupt traffic flow on City streets, and project conditions of approval would require that emergency access be maintained during construction. Once operational, as discussed above in item XVII.c, access to the project site would be via a driveway off of West Bobier Drive, which would be designed in accordance with City standards. In addition, the project would be designed to incorporate all required VFD standards to ensure adequate emergency access to the site and surrounding areas. Therefore, impacts related to emergency access would be less than significant.

XVIII. Tribal Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a-i – a-ii. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed in item V.b, the Cultural Resources Survey Report prepared for the project (Appendix C), BFSA Environmental Services (BFSA) concluded that a bedrock milling site (SDI-5345) has been previously recorded within the project site. However, no associated artifacts were observed, and previous testing and evaluation have already determined that the site is not eligible for the CRHR. No other historical resources were identified; thus, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

BFSA contacted the NAHC for a Sacred Lands File search, which indicated for Native American sacred sites or locations of religious or ceremonial importance within the vicinity of the project.

[Responses from tribes to be inserted when available]

Due to the cultural significance of the region and the positive Sacred Lands File search, there is potential to discover previously unknown tribal cultural resources at the project site. However, implementation of mitigation measures CR-1 through CR-6 listed above in Section V, *Cultural Resources*, would reduce potential impacts to TCRs to less than significant levels. Impacts would be less than significant with mitigation.

XIX. Utilities and Service Systems

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. LESS THAN SIGNIFICANT IMPACT. The project would add new residents to the area that would generate a demand for utility services, as well as introduce new impervious surfaces that would increase the amount and rate of stormwater runoff.

The Vista Irrigation District (VID), as the water service provider for the site, prepared a Water Supply Study for the project (VID 2025; Appendix I). The project would involve connections to the existing 10-inch water main owned and operated by VID within West Bobier Drive. The project would involve the construction of a new 8-inch water main within the private street extending from the project driveway on West Bobier Drive. Fire service would be provided from one fire hydrant within the project's private street in the southeastern portion of the site. According to the Water Supply Study, based on the unit demand factor of 1,100 gpd per acre for single-family residential development, the projected average annual water demand for the project is 1,892 gpd. The project is not expected to increase water demands over ultimate flows projected in VID's 2018 Potable Water Master Plan.

In addition, the project would include local connections to the existing municipal sewer system. The project would include sanitary sewer laterals at each building, which would connect to new sanitary sewer lines installed along the project's private drive, which would then connect to existing sewer mains in West Bobier Drive. Multiple biofiltration basins would be installed throughout the project site, and additional storm drain facilities would include a curb and gutter system.

Dry utilities that include electric, gas, and telecommunication infrastructure would also be extended to the site from existing infrastructure. The existing utility facilities would have adequate capacity to support the proposed project. The project would not result in the need for new or expanded water, wastewater treatment or storm drainage, electric power, natural gas, or telecommunication facilities. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. Development of the project site, which is currently vacant, would increase the demand for water that is needed to serve the proposed 15 single-family residences. Water service for the project would be provided by VID from existing infrastructure in West Bobier Drive. The project's proposed 8-inch water main would connect to the existing 10-inch water main in West Bobier Drive. VID is a member agency of the San Diego County Water Authority (SDCWA) and imports approximately 70 percent of its potable water from SDCWA, which in turn purchases water from the Metropolitan Water District of Southern California (MWD). The remaining 30 percent of VID's supply is from Lake Henshaw, which is fed through precipitation from the San Luis Rey watershed. As stated in the Water Supply Study prepared for the project, based on the unit demand factor of 1,100 gpd per acre for single-family residential development, the projected average annual water demand for the project is 1,892 gpd (Appendix I).

According to VID's 2020 Urban Water Management Plan (VID's UWMP; VID 2020), VID will use local water resources whenever possible; however, if there is a shortfall, they would rely on SDCWA supplies. In the analysis of a normal water supply year, as described in VID's 2020 UWMP, SDCWA, MWD, and VID supplies were developed as planned, and Senate Bill X7-7 conservation targets were achieved. Thus, no shortages are anticipated within VID's service area in a normal year through 2045. That would mean that VID's projected potable water supply would meet the entire projected Senate Bill X7-7 water demand of 21,728-acre feet in 2045. In the analysis of a single-dry year through 2045, VID's 2020 UWMP findings indicated that if SDCWA, MWD, and VID supplies are developed as planned and Senate Bill X7-7 conservation targets are achieved, no shortages are anticipated within VID's service area. However, for multiple-dry year analyses, the conservative planning assumption used in VID's 2020 UWMP expects that MWD would allocate supplies to its member agencies. As a result, some level of shortage could be experienced. As stated above, when shortages occur in VID's resources, the SDCWA would use various measures to cover the shortfall.

On the local level, additional water conservation for new developments in the City is achieved through compliance with the Water Efficient Landscaping Ordinance in the Vista Development Code, Chapter 18.56. Prior to the provision of a grading permit, an Estimated Total Water Use Worksheet for the project would be required to be submitted in the application, which would have to be under the Maximum Applied Water Allowance established by the City.

As part of the Conditions of Approval for this project, proof of compliance with applicable VID emergency drought regulations regarding new development would be confirmed by appropriate staff during review of project plans and various inspections prior to the approval of a Certificate of Occupancy. Therefore, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. Based on the City's Sewer Master Plan Update (City 2025), the proposed project would be expected to generate approximately 2,940 gpd of wastewater based on the land use sewage flow generator factor for the proposed single-family residential land use identified in the Sewer Master Plan (196 gpd per dwelling unit x 15 dwelling units; City 2025). As described in item XIX.a, the project site would include local connections to the existing municipal sewer system. Wastewater from the project would be treated by the Encina Water Pollution Control Facility, which has a treatment capacity of 43.3 million gpd (Encina Wastewater Authority 2025). Wastewater generation

from the proposed project would represent 0.007 percent of the total daily Encina facility treatment capacity and would therefore not exceed the capacity of the facility. As such, the project’s contribution of wastewater would be sufficiently handled by the wastewater treatment provider. Impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. Development of the project could result in a slight increase in domestic municipal solid waste generation due to the proposed residential land use on a previously vacant lot. The project would construct 15 single-family residences, which would result in a population increase of approximately 45 people. However, the project would be conditioned to comply with Assembly Bill 939, which requires cities to divert 50 percent of solid waste to recycling programs and away from landfills. Solid waste generated by the proposed project would be hauled to Sycamore Landfill in San Diego, which has a permitted capacity of 5,000 tons per day and a remaining capacity of 99,477,838 cubic yards (California Department of Resources Recycling and Recovery 2025). This solid waste facility could accommodate the solid waste generated by the proposed project. Because the project’s contribution would be negligible in terms of the remaining capacity of this landfill, impacts would be less than significant.

e. NO IMPACT. The proposed project would be conditioned to comply with all regulations related to solid waste, such as the California Integrated Waste Management Act and City recycling programs; therefore, no impact would occur.

XX. Wildfire

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

Discussion

a. LESS THAN SIGNIFICANT IMPACT. The project site is not located in a state responsibility area or lands classified as VHFHSZ (CAL FIRE 2025). The City participates in the County’s Multi-Jurisdictional Hazard Mitigation Plan (County 2017). The proposed project would be included in this plan because the project site is located within the City limits. The project site is currently vacant and does not have a designated access point. With project implementation, site access would be provided via a driveway located on West Bobier Drive to the north of the project site.

As stated above in item IX.f, during construction, heavy construction-related vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such trips would be brief and infrequent, and access for emergency vehicles would be maintained. As a result, the project's construction impacts would be less than significant. Operation of the proposed project would involve an increase in traffic in and out of the project site due to the anticipated population growth at the site. However, project circulation elements would be required to adhere to the design requirements as established by Vista Development Code Title 19 (Streets/Sidewalks) and the VFD, which would ensure adequate emergency access to the site and surrounding areas. Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. See also item IX.g above. According to the Fire Hazard Severity Zone maps prepared by CAL FIRE, the proposed project is not located within a VHFHSZ (CAL FIRE 2025). The project site is located in an urbanized environment. There are no wildlands immediately adjacent to the project site, which significantly reduces the risk of wildland fire damage to people and structures in the area. Additionally, implementation of the proposed project would not heighten wildfire risks, as it would include structures that would install standard fire safety features on a site that is almost entirely surrounded by urban uses. Further, the project would adhere to the CBC, California Fire Code, and County Fire Code. Therefore, the proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and any impacts related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT. The proposed project is located in an area developed with residential uses. The project would not involve the installation of fuel breaks, emergency water sources, or power lines. The project would involve the construction of connections to existing utilities, such as sewer, water, electricity, gas, and telecommunication facilities. Such utility connections would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. The proposed project would occur within an area developed with residential land uses. As stated in item XX.b above, the proposed project would not exacerbate wildfire and would not expose project occupants to significant levels of pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. Further, as discussed in Section VII, *Geology and Soils*, the project would result in less than significant impacts related to landslides and is not subject to flooding. Thus, the risk of people and structures experiencing significant risks such as downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, is negligible. As such, impacts would be less than significant.

XXI. Mandatory Finding of Significance

<i>Would the project</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

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

As discussed in Section IV, *Biological Resources*, the proposed project could result in significant temporary (direct) impacts to active bird nests on and off-site during the bird breeding season. However, Implementation of mitigation measure BIO-1 would ensure that potential impacts to birds protected under the MBTA and CFG Code are less than significant.

As described in Section V, *Cultural Resources*, there is a potential for unknown subsurface cultural resources or Tribal Cultural Resources, given the cultural significance of the region and the positive Sacred Lands File search. Therefore, encountering unforeseen archaeological resources during ground-disturbing activities may result in significant impacts. With implementation of Mitigation Measures CR-1 to CR-6, these impacts would be reduced to less than significant levels.

b. LESS THAN SIGNIFICANT IMPACT. There are three projects considered in the cumulative analysis: (1) 1570 North Santa Fe Avenue, which proposes a Site Development Plan for 33 apartments on 0.53 acres; (2) 1310 Tylee Street Subdivision, which proposes a Tentative Subdivision Map for 43 single-family residential lots, including four affordable lots on a 4.35-acre lot; and (3) Camino Corto Apartments, which proposes the development of 24 multi-family units on a vacant 1.28 acre site. Each of these projects are within a two-mile radius of the proposed project.

Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. As discussed under item III.b., with implementation of mitigation measure AQ-1, the project's short-term and long-term emissions of criteria pollutants and precursors would not exceed the SDAPCD daily or annual screening thresholds. Therefore, the project's construction and operational activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Similarly, the project would have a less than significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

All resource topics associated with the project have been analyzed in accordance with CEQA Guidelines and found to pose no impact, less-than-significant impact, or less than significant with mitigation. Taken in sum with other projects in the area and the scale of the proposed project, impacts would not be cumulatively considerable. Therefore, impacts would be less than significant.

c. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The project would not consist of any uses or activities that would negatively affect any persons in the vicinity. In addition, all resource topics associated with the project have been analyzed in accordance with CEQA and the CEQA Guidelines and found to pose no impact, less-than-significant impact, or less than significant with mitigation. As discussed in Section IX, *Hazards and Hazardous Materials*, the project would not create a significant hazard to the public or the environment, and impacts would be less than significant. As discussed in Section XI, *Land Use and Planning*, there is the potential for land use consistency conflicts in relation to noise impacts on future residents of the project site; however, with implementation of mitigation measures LU-1 and LU-2, potential impacts are reduced to less than significant. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly. Therefore, impacts would be less than significant with mitigation incorporated.

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Chapter 4 – References and List of Preparers

References

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this IS/MND where that information is relevant to the analysis of impacts of the proposed project. Referenced documents that are followed by a star (*) are on file and available for review at the City of Vista Planning Division office located at 200 Civic Center Drive, Vista. Referenced documents that are followed by a double star (***) are available on the City's web site at <http://www.cityofvista.com/>.

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Individuals and Organizations Consulted

Chris Winters, Senior Planner, City of Vista

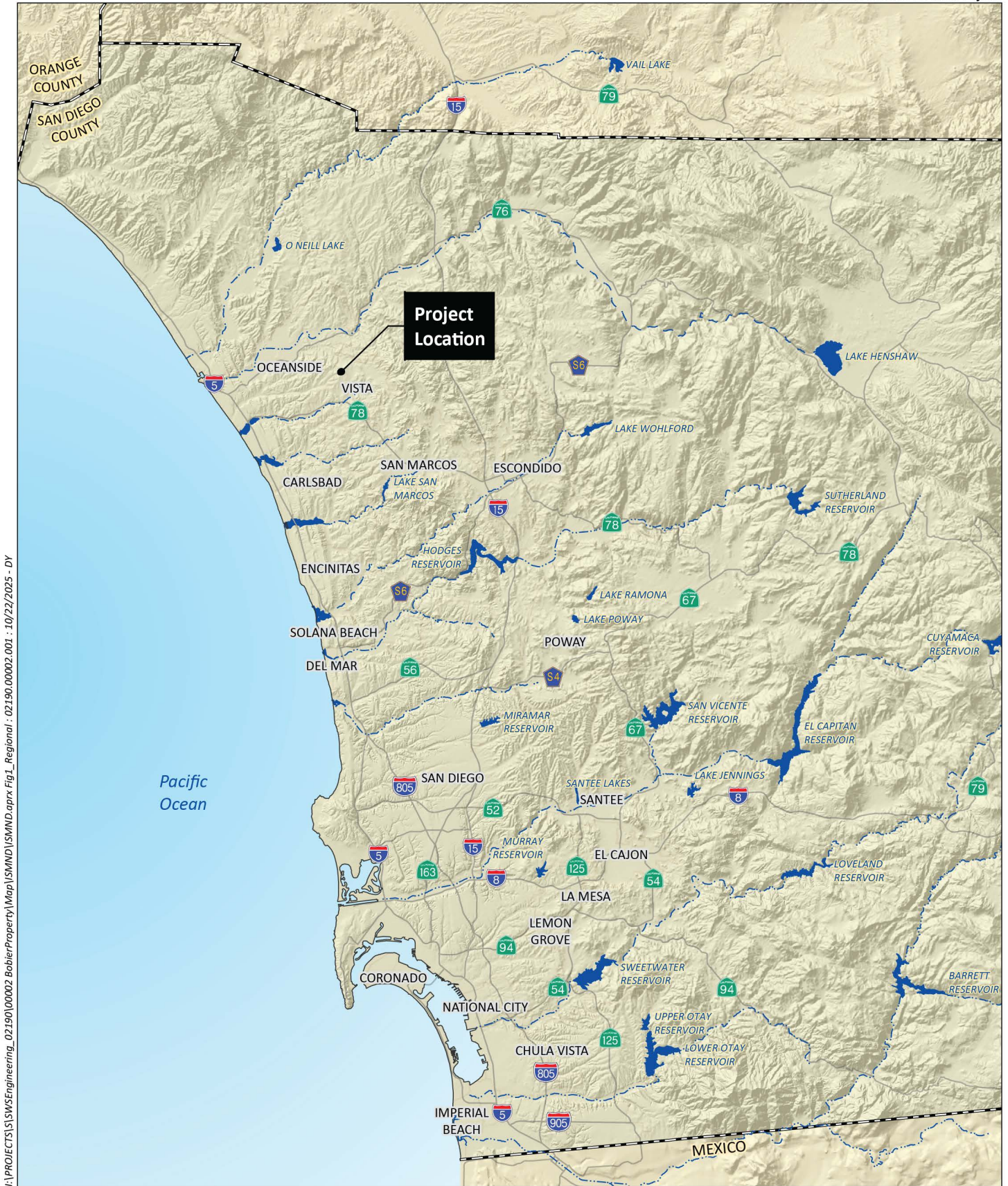
Preparers

Jason Runyan – Project Manager, HELIX Environmental Planning, Inc.

Sydney Wells – Environmental Planner, HELIX Environmental Planning, Inc.

ATTACHMENT A

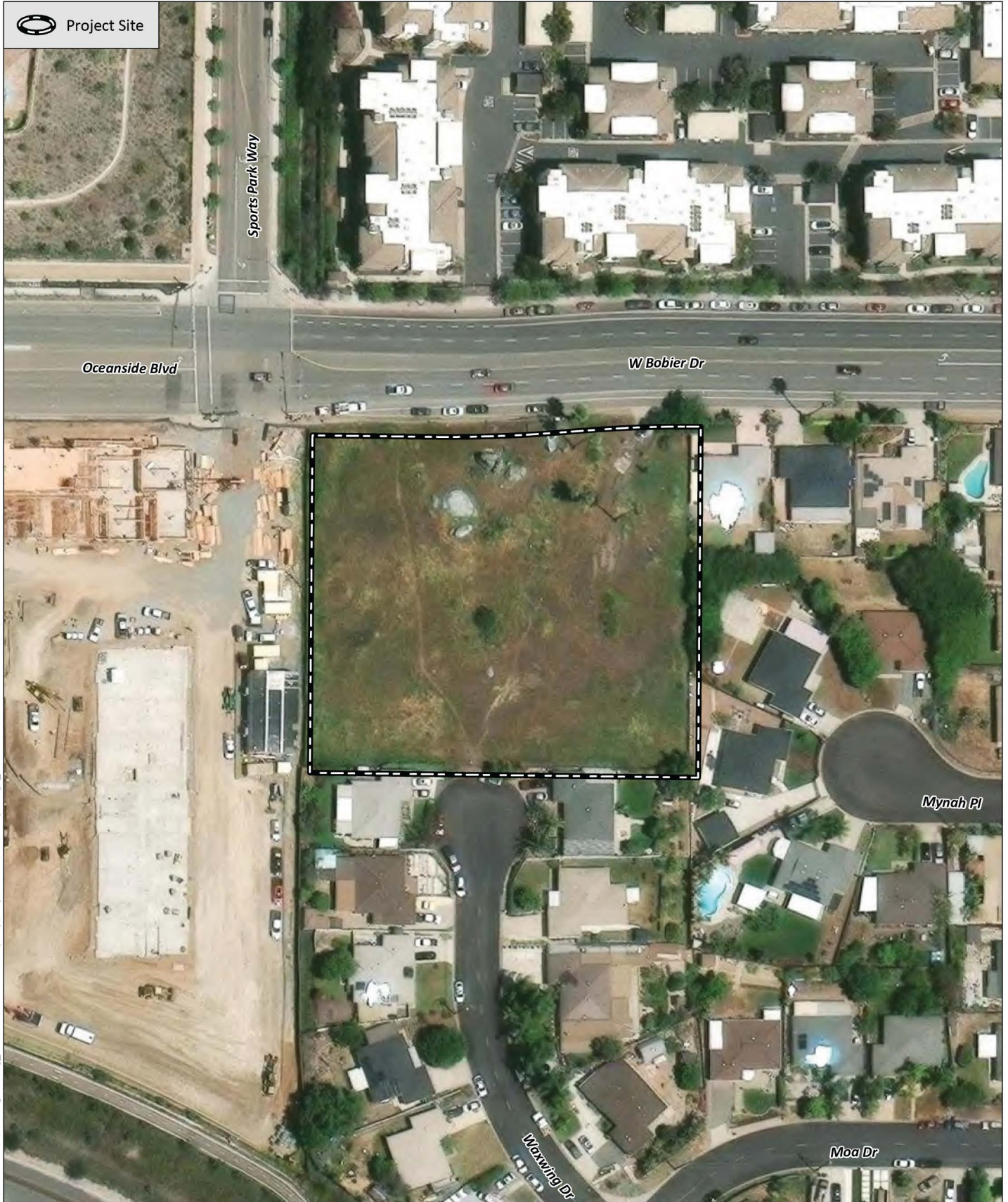
FIGURES



F:\PROJECTS\ISWS\Engineering_02190\00002 Bobier\Property\Map\ISWMD\ISWMD.aprx Fig1_Regional : 02190.00002.001 : 10/22/2025 - DY

Source: Base Map Layers (SanGIS, 2016)

 Project Site

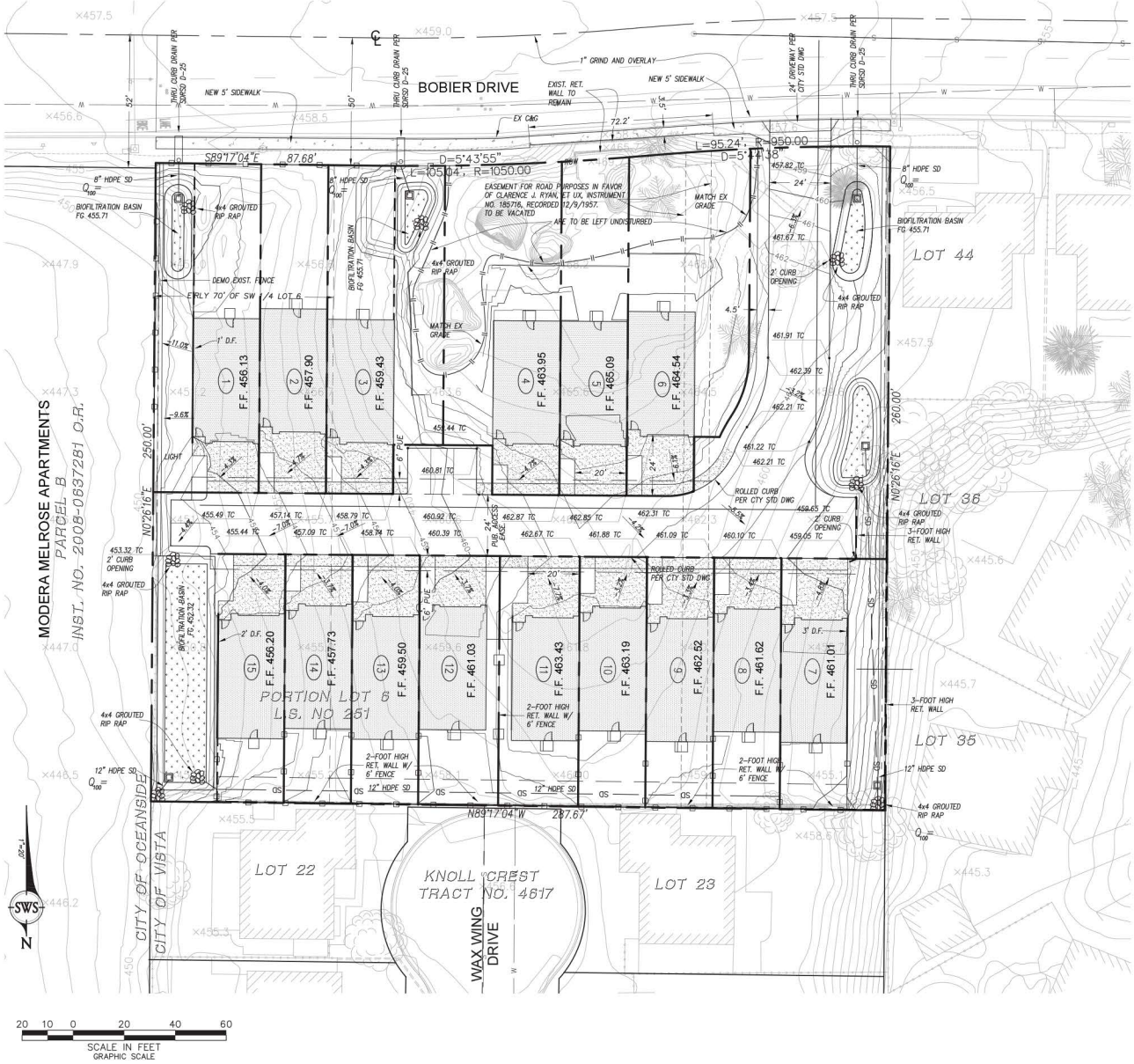


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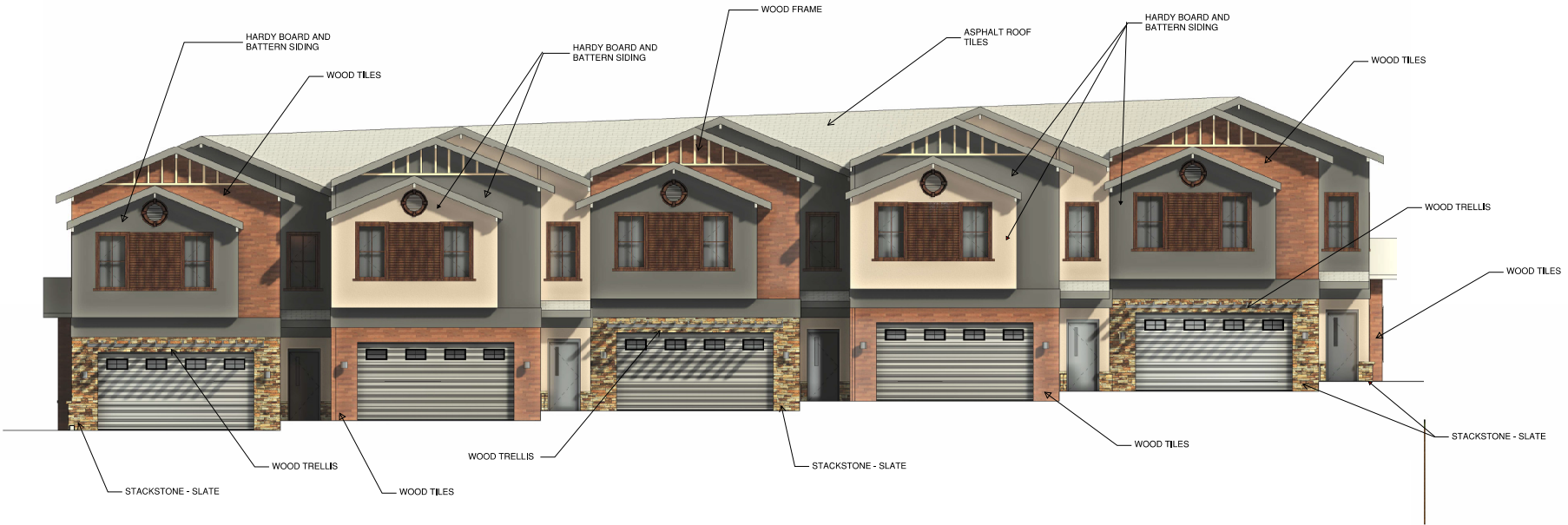


Source: Aerial (Maxar, 2025)

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Source: SWS Engineering (2025)