

**NOTICE OF PREPARATION
OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
SUNROAD COMMERCIAL PROJECT
CITY OF VISTA**

SUMMARY

Sunroad Vista Land Partners, LP (Project Applicant) is seeking approval of a Site Development Plan, Special Use Permit, and Tentative Parcel Map to develop a 23,520 square foot (sf) commercial center consisting of five single-story buildings to include restaurants, (inline) retail, and a self-service car wash on a 4.12-acre site. The subject property is located at 460 Hacienda Drive in Vista, California, 92081 (see Figures 1 and 2, Regional Location and Project Vicinity). The site is located in the southeastern quadrant of the intersection of State Route (SR) 78 and Vista Village Drive. It is bounded to the south and east by Hacienda Drive, to the west by Vista Village Drive, and to the north by the eastbound on-ramp to SR-78. Vehicular access to the proposed project would be from two proposed driveways located off Hacienda Drive.

Under the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the Guidelines for Implementation of CEQA (State CEQA Guidelines) (California Code of Regulations, Section 15000 et seq.), the City of Vista (City) is the Lead Agency for environmental review and must evaluate the potentially significant environmental effects of the proposed project. Pursuant to State CEQA Guidelines Section 15168, the City has determined that an Environmental Impact Report (EIR) will be prepared to assess the proposed project's effects on the environment, to identify potentially significant impacts, and to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts. As allowed under State CEQA Guidelines Section 15063, an Initial Study will not be prepared for the proposed project.

This Notice of Preparation (NOP) is being circulated pursuant to Public Resources Code Section 21153(a) and State CEQA Guidelines Section 15082. Public agencies and the public are invited to provide written comments on the NOP, which includes the proposed scope and content of the environmental information to be included in the EIR. A 30-day review period is provided to return written comments to the City. Comments will be accepted from February 25, 2019 to March 26, 2019 until 5:00 p.m. All comments should be directed to the City's Environmental Planner at the following address, or emailed at the address noted below:

John Hamilton, AICP
Environmental Planner
Community Development Department
200 Civic Center Drive
Vista, California 92084
Fax: (760) 639-6101
E-mail: jhamilton@cityofvista.com

ENVIRONMENTAL SETTING

Project Site

The site consists of five parcels (APNs 164-231-01, -02, -03, -04, and -36) for a gross acreage of 4.12 acres. It is located in the southeastern quadrant of the intersection of SR-78 and Vista Village Drive. The site is bounded to the south and east by Hacienda Drive, to the west by Vista Village Drive, and to the north by eastbound on-ramp to SR-78. The property is currently vacant and roughly graded with gravel and contains minor vegetation. A storm drain inlet is located in the southwestern portion of the site, three sewer manholes span the northern perimeter, and miscellaneous debris is scattered throughout the property. All required public utilities are available within the existing adjacent streets, including sewer and water. An existing City sewer line, within a sewer easement, runs east-west near the northern boundary.

Surrounding Uses and Circulation System

Land uses to the north of the project site include the six-lane SR-78, along with the eastbound on-ramp and westbound off-ramp to Vista Village Drive. Vista Village Drive and Buena Vista Creek are located to the west. A shopping center, residential development, and Hacienda Drive are located to the south. Residential uses and vacant land are located to the east.

The closest Vista fire station, Fire Station No. 1, is located at 175 North Melrose Drive, approximately 0.4 mile to the northwest. The closest San Diego County Sheriff's Department office is located approximately 0.4 mile to the southwest of the project site at 325 South Melrose Drive. The closest airport to the project site is the McClellan-Palomar Airport, which is located approximately five miles to the southwest in the city of Carlsbad.

PROJECT DESCRIPTION

The project site is designated as GC (General Commercial) in the Vista General Plan 2030 Update (2011) and is zoned C-1 (Commercial). The proposed commercial center would consist of five single-story buildings each with its own drive-thru, along with an open parking lot, two driveways, patios, walkways, and associated landscaping on a 4.12 acre site (see Figure 3, Proposed Site Plan). Each single-story building would have a maximum height of 35 feet. Each building would be setback 10 feet in the front, 20 feet in the rear, 20 feet on the left, and 10 feet on the right of the buildings. The proposed building pads would consist of the following square feet (sf): Pad 1 (4,800 sf); Pad 2 (4,000 sf); Pad 3 (4,500 sf); Pad 4 (6,020 sf); and Pad 5 (4,200 sq. sf). Pads 4 and 2 would consist of both retail and restaurant space, Pads 3 and 1 would consist of restaurant space, and Pad 5 would consist of the proposed car wash. In total, the project would consist of 13,740 sf of restaurant space, 5,580 sf of retail space, and a 4,200 sf car wash.

The project proposes to provide 161 onsite parking spaces, including nine handicap spaces and 26 vacuum stalls for the proposed self-service car wash. Two loading zones would be located in the northeast and northwest corners, respectively. The loading zones would encompass 1,445 sf and would be located adjacent to Pads 2 and 4. Landscaping and hardscape including sidewalks and asphalt would cover the remaining portions of the project site.

The architectural design would reflect a southwest modern style. The proposed building materials would incorporate smooth stucco with brick veneer and metal corrugated siding. The main body colors

of the buildings would portray a southwestern theme of beiges, tans, silvers, grey, and black accent with faux wood siding accents. All exterior wall finishes would receive anti-graffiti coating.

The primary entrance/exit would be located on the central south boundary of the project and consist of a 30-foot wide driveway. The secondary entrance/exit would be located on the east boundary of the project site and consist of a 26-foot wide driveway. Each driveway would have a one-way stop sign upon exiting the site onto Hacienda Drive. Upon entering the proposed commercial center, onsite circulation would be two lanes primarily flowing east/west with several looped drive parking areas. Natural grey concrete pathways would be provided at all storefronts and connect with each building to offer pedestrian access within the project site. A new five-foot sidewalk, curb, and gutter would be constructed along the southwest project site perimeter on the north side of Hacienda Drive to provide pedestrian connection to the existing sidewalk on Vista Village Drive. Nine bicycle parking spaces would be provided on-site with one bike rack provided by the future tenants situated at each proposed building, which exceeds the requirement of the City of Vista Development Code.

The proposed project would be required to obtain the following approvals for construction from the City: Landscape Construction Plan, Grading Permit, Encroachment Permit, Building Permit, and Certificate of Occupancy. In addition, the project will be required to submit a Notice of Intent (NOI) to the San Diego Regional Water Quality Control Board (SDRWQCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit.

TOPICS TO BE ANALYZED IN THE EIR

Cultural Resources and Tribal Cultural Resources. The EIR will include the preparation of a cultural resources report, which will identify any significant impacts resulting from the project's potential to impact (1) the significance of historical resources; (2) the significance of archaeological resources; (3) the significance of tribal cultural resources; and (4) the disturbance of human remains.

Greenhouse Gas Emissions. The EIR will include the preparation of a Greenhouse Gas (GHG) emissions technical report, which will identify any significant impacts resulting from the project's potential to (1) generate GHG emissions, either directly or indirectly; and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Transportation. The EIR will include the preparation of a Traffic Impact Analysis report, which will identify any significant impacts resulting from the project's potential to result in impacts to (1) circulation system performance; (2) congestion management plan; (3) increasing hazards due to design feature or incompatible use; and (4) inadequate emergency access.

Cumulative Impacts. In addition to analyzing the potential environmental impacts of the proposed project, the EIR will also discuss the potential cumulative impacts of the project. Section 15130 of the State CEQA Guidelines requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The EIR will analyze past, present, and reasonably foreseeable future projects within the city and surrounding areas (if applicable) which may contribute to a specific cumulative impact, when considered in conjunction with the impacts associated with implementation of the proposed project.

Effects Not Found to be Significant. Pursuant to Section 15128 of the State CEQA Guidelines, the EIR will include a discussion of the 16 environmental topics that were determined not to be significant. The topics in this section would include Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Geology/Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Utilities/Service Systems, and Wildfire.

Growth Inducement. Pursuant to Section 15126.2 of the State CEQA Guidelines, the EIR will identify the potential for the proposed project to induce growth by providing new commercial uses. In addition, the EIR will address the proposed project's potential to induce employment, and if the proposed project would remove any known obstacles to growth in the region.

Alternatives. The EIR will include a discussion of reasonable alternatives, including a No Project Alternative, to the proposed project as specified in CEQA Guidelines Section 15126.6. The project alternatives will focus on reducing the proposed project's significant impacts.

LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

Per State CEQA Guidelines Section 15050, the City is designated as the Lead Agency for the proposed project.

Responsible agencies are those agencies that have discretionary approval authority over one or more actions involved with the development of a proposed project. Trustee agencies are state agencies having jurisdiction by law over natural resources affected by a proposed project that are held in trust of the people of the State of California. The potential responsible agencies that have been identified as part of the preparation of this document and the required permits, approvals, or associated responsibilities for the proposed project are identified in Table A. No trustee agencies have been identified for this project.

Table A: Potential Responsible Agencies

Agency	Potential Permit/Approval
State Water Resources Control Board/ SDRWQCB	NOI to comply with the terms of the NPDES General Construction Permit to discharge stormwater associated with construction activity and prepare a SWPPP.
California Department of Transportation (Caltrans)	Encroachment Permit for the extension of utilities and dedicated right turn lane on Vista Village Drive.

ENVIRONMENTAL PROCEDURES

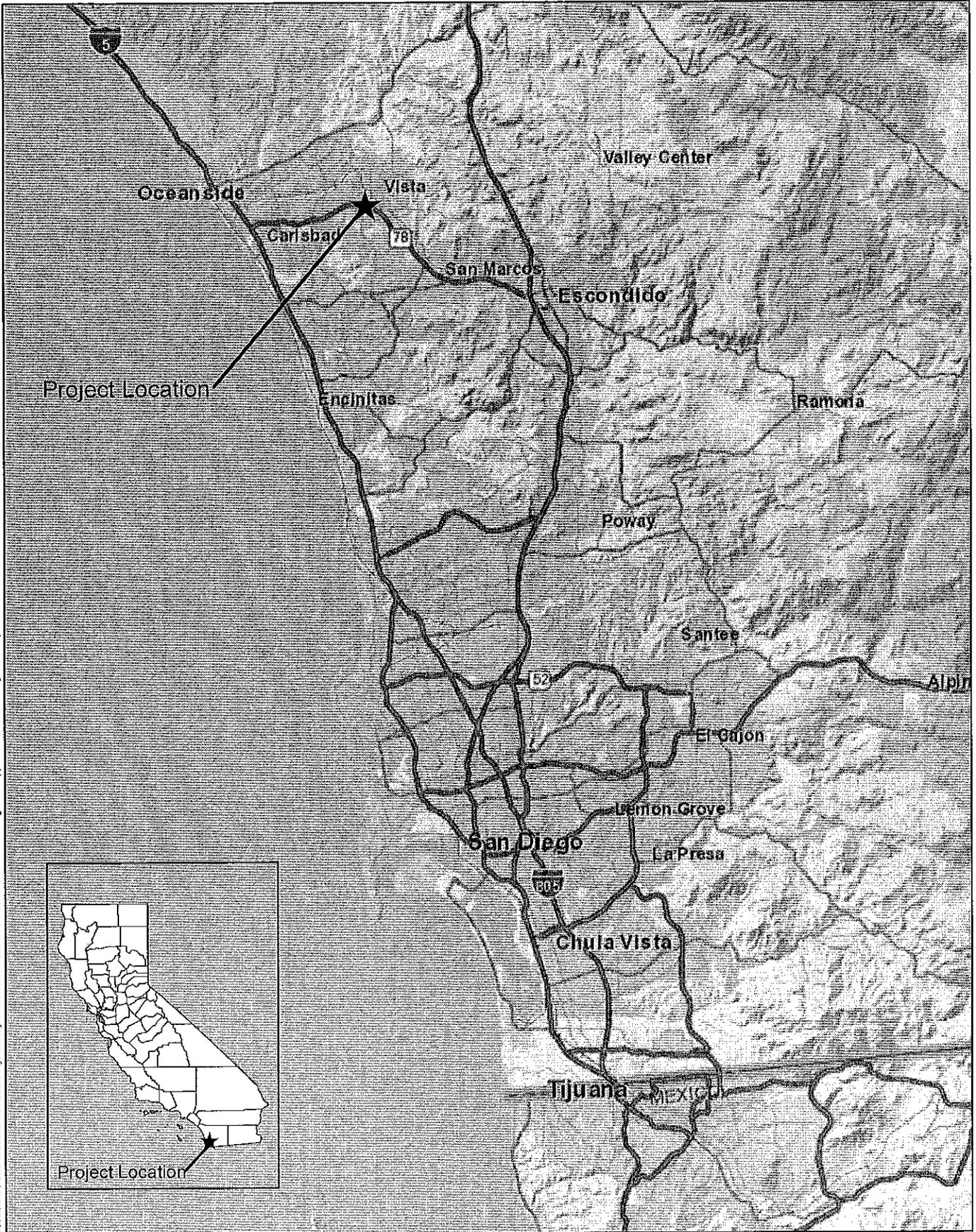
This NOP will be submitted to the State Clearinghouse, which will forward it to potential Responsible Agencies and/or Trustee Agencies. Other interested parties that may have permit authority or have specifically requested notification of this project will also receive a copy of the NOP.

After the 30-day review period for the NOP is complete and all comments are received, a Draft EIR will be completed in accordance with CEQA and the State CEQA Guidelines. Detailed analyses will be conducted in order to ascertain the proposed project's effects on the environment, and the relative degree of impact. Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing the project's effects on those impacts either completely, or to

the maximum degree feasible. An analysis of alternatives to the proposed project will also be included in the Draft EIR, including the No Project Alternative.

Once the Draft EIR is completed, it will be made available for a 45-day public review and comment period. A Notice of Availability of the Draft EIR will be mailed directly to those agencies and members of the general public commenting on the NOP.

Document Path: W:\san-die\1\data\Projects\City of Vista\180-0259-001_Sumroad Commercial\Figures\Support files\Surored Figure 1_Regional.mxd



Source: ESRI 2018



Harris & Associates

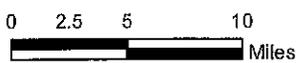
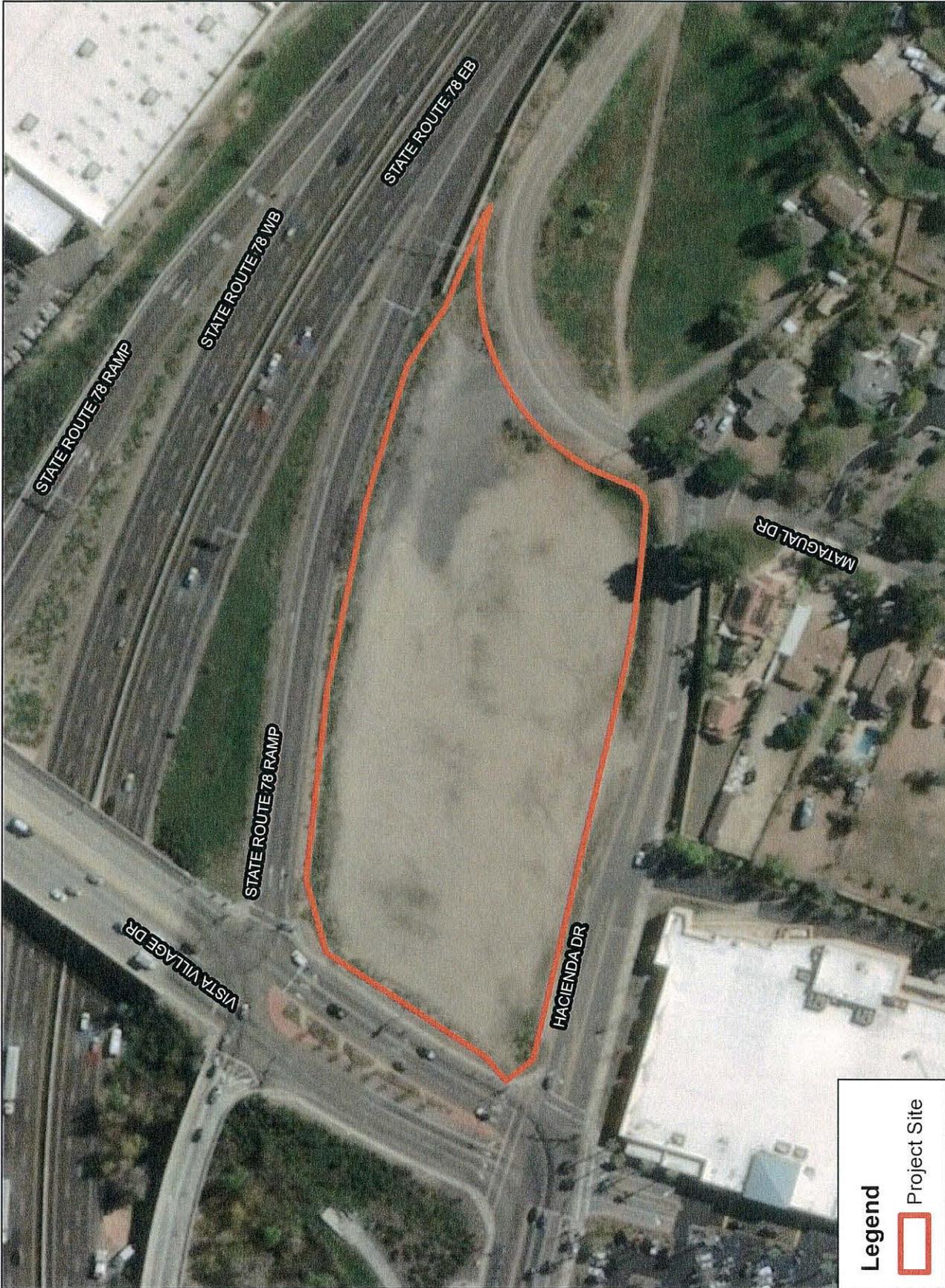


Figure 1
Regional Location Map



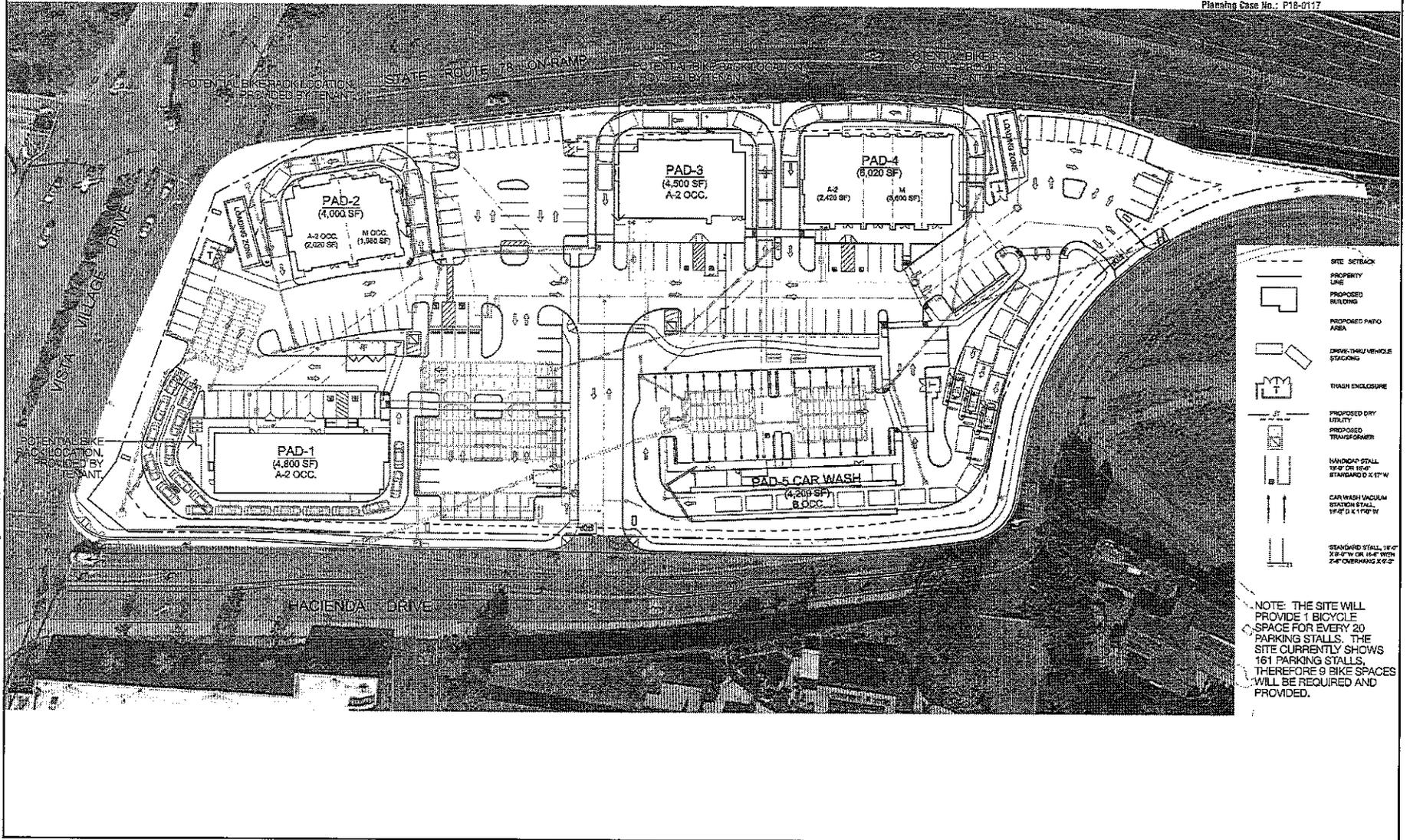
Source: ESRI 2018

Figure 2
Aerial View of Project Site

Legend
 Project Site



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Source: SGPA Architecture and Planning 2018



Figure 3
Proposed Site Plan

