



INITIAL STUDY AND NEGATIVE DECLARATION P21-0020

Project Name: City of Vista 2019 Climate Action Plan (2019 CAP or project)

Project Location: City of Vista boundary and sphere of influence

APN: N/A

Project Applicant: City of Vista

Lead Agency: City of Vista
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Public Review Period: February 25, 2021, to March 29, 2021

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

Comments regarding this IS/ND should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment that may result from the project and the ways in which any significant effects are avoided or mitigated. **All comments must be made in writing** and addressed to Mr. John Conley, Director of Community Development, City of Vista, Community Development Department, Planning Division, 200 Civic Center Drive, Vista, California 92084. Comments may be sent by e-mail to jconley@ci.vista.ca.us. Comments must be received in the Planning Division office no later than 5 p.m. on the last day of the public review period noted above.

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TABLE OF CONTENTS

Chapter 1 Introduction.....	1-1
CEQA Overview	1-1
Authority	1-1
Scope.....	1-1
Chapter 2 Environmental Setting and Project Description.....	2-1
Project Overview	2-1
Existing Environmental Setting	2-1
Surrounding Land Uses	2-2
Project Description	2-2
Additional Approvals	2-14
Tribal Consultation.....	2-15
Chapter 3 Initial Study Environmental Checklist.....	3-1
Project Information	3-1
Environmental Factors Potentially Affected	3-2
Evaluation of Environmental Impacts.....	3-2
I. Aesthetics	3-4
II. Agriculture and Forest Resources	3-7
III. Air Quality.....	3-8
IV. Biological Resources.....	3-11
V. Cultural and Tribal Cultural Resources.....	3-13
VI. Energy	3-14
VII. Geology and Soils.....	3-16
VIII. Greenhouse Gas Emissions	3-18
IX. Hazards and Hazardous Materials.....	3-20
X. Hydrology and Water Quality	3-22
XI. Land Use and Planning.....	3-24
XII. Mineral Resources	3-27
XIII. Noise	3-28
XIV. Population and Housing	3-32
XV. Public Services	3-33
XVI. Recreation	3-34
XVII. Transportation/Traffic	3-35
XVIII. Utilities and Service Systems	3-37
XIX. Wildfire.....	3-39
XX. Mandatory Finding of Significance.....	3-41
Chapter 4 References and List of Preparers.....	4-1
References	4-1
Individuals and Organizations Consulted.....	4-2
Preparers.....	4-2
Attachment A – Figures	

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Chapter 1

INTRODUCTION

CEQA Overview

The City of Vista's (city's) Planning Division has prepared this Initial Study/Negative Declaration (IS/ND) to evaluate the potential environmental consequences associated with the proposed City of Vista 2019 Climate Action Plan (2019 CAP or project). As part of the permitting process, the 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 Initial Study (IS) to determine whether a Negative Declaration (ND), a Mitigated Negative Declaration, or an Environmental Impact Report (EIR) is needed. The city's Planning Division is the lead agency for the project under CEQA and, per CEQA Guidelines, Section 15070, has determined that an ND would be prepared. A description of the project is found in Chapter 2, Environmental Setting and Project Description, of this IS/ND.

Authority

The preparation of this IS/ND is governed by two principal sets of documents: CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (CEQA Guidelines, Section 15000 et seq.). Specifically, the preparation of an IS and an ND is guided by the CEQA Guidelines; Section 15063 describes the requirements for an IS, and Sections 15070–15073 describe the process and requirements for the preparation of an ND. Where appropriate and supportive to an understanding of the issues, reference will be made either to the CEQA statutes or CEQA Guidelines. This IS/ND contains the contents required by CEQA, which include 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/ND evaluates the project's effects on the following resource topics:

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

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Chapter 2

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Project Overview

The development of the city's 2019 CAP provides an update to the inventory, projections, and GHG reduction measures included in the city's 2013 CAP and is in compliance with applicable policies in the Vista General Plan 2030. The 2019 CAP includes a 2012 baseline GHG emissions inventory that identifies the city's projected GHG emissions in 2020 and 2030, establishes the emissions reduction target relative to the statewide targets under Assembly Bill (AB) 32 and Senate Bill (SB) 32, and identifies seven strategies and 14 measures the city will undertake to reduce GHG emissions from the following four emissions categories: Transportation, Energy, Solid Waste, and Carbon Sequestration.

The 2019 CAP also identifies an implementation strategy that includes categories, time frames, and efforts needed to ensure that the strategies and measures are implemented and reduction targets are achieved. The city intends to implement the strategies and measures of the 2019 CAP through various types of policies, programs, and activities that are grouped into categories including Municipal Operations, New Ordinances and Code Updates, Planning, Financing and Incentives, Partnerships, and Education and Outreach. A detailed Implementation Plan would be developed (including a CAP Consistency Review Checklist) after adoption of the 2019 CAP. Lastly, the 2019 CAP includes adaptation strategies to help improve the city's resilience to potential climate change impacts. The adaptation strategies are meant to reduce the city's risk to hazards including increased temperatures, increased frequency of extreme heat events and heat waves, changes in precipitation patterns and water availability, increased likelihood of flooding, and increased wildfire risk.

The 2019 CAP has been structured to serve as a programmatic tiering document for future development projects pursuant to the requirements of CEQA Guidelines, Section 15183.5. Through its GHG emissions reduction measures, the updated CAP provides the means of implementing policies for GHG emissions reduction and minimizing (to the extent possible) the impacts of climate change. Through implementation of the 2019 CAP Consistency Review Checklist, the city will ensure that future development and planning activities within the city conform to the objectives of the 2019 CAP and climate change legislation passed by the state. Please refer to Chapter 2 in this IS/ND for a detailed description of the proposed 2019 CAP.

Existing Environmental Setting

CITY OF VISTA

The city is located in the rolling western foothills of the San Marcos Mountains, approximately seven miles inland from the Pacific Ocean in northern San Diego County, and approximately 40 miles north of Downtown San Diego (see Figure 1, Regional Location, in Attachment A, Figures). It is bounded by the cities of Carlsbad and Oceanside to the west, northwest, and southwest; San Marcos to the southeast; and unincorporated San Diego County to the north and east. The total land area of the city encompasses approximately 19 square miles.

The sphere of influence (SOI), representing the possible future boundaries and service area of the city, comprises a land area of approximately seven square miles of unincorporated area. The SOI borders the city to the north, northeast, and east, with a small area to the west and is entirely within unincorporated San Diego County. The city applied land use designations to property within its SOI as an indication of its desired land uses should it annex that property in the future; however, unless or until annexation occurs, responsibility for regulating land use within the SOI belongs to the County of San Diego.

PROJECT SITE

The project site covers the extent of the city boundary and SOI (see Figure 2, Project Site). Topography within the city ranges from lowland creek beds to steep slopes along the San Marcos Mountains. Elevations average from 200 to 750 feet above mean sea level in the developed portion of the city to 1,200 feet above mean sea level at the highest point of the San Marcos Mountains in the eastern portion of the SOI. The city is within two hydrologic units (HUs)—the San Luis Rey and Carlsbad HUs—each of which contains creeks, rivers, and other water bodies. These HUs are subdivided into hydrologic areas. The San Luis Rey HU (903) is one true watershed draining to the Pacific Ocean, while the Carlsbad HU (904) is composed of six hydrologic areas or separate watersheds. The city is composed of basins that drain to the San Luis Rey HU and to four of the hydrologic areas, Loma Alta, Buena Vista, Agua Hedionda, and San Marcos, in the Carlsbad HU. Several streams traverse the city, including Buena Vista Creek and Agua Hedionda Creek, which are considered the city's major streams, and smaller tributary streams, such as Buena Creek and Roman Creek.¹ These creeks drain to coastal estuaries including Loma Alta Slough, Buena Vista Lagoon, Agua Hedionda Lagoon, and Batiquitos Lagoon; all ultimately discharging to the Pacific Ocean. The San Luis Rey River is 1.72 miles north of the SOI, and San Marcos Creek is 1.25 miles south of the city boundaries.

The city is a built-out community, and only a few areas of natural habitat remain in the city. The most extensive natural vegetation communities in the city are the riparian habitats and other wetlands, which are concentrated along major waterways and natural drainages, such as Buena Vista Creek and Agua Hedionda Creek. Diegan coastal sage scrub, which comprises the second most abundant habitat in the city, is found mostly in the southern portion of the city, including areas in and around Dawson Los Monos Canyon Reserve, La Mirada Canyon, and Green Oak Ranch. Another substantial open space area with plant communities and habitat occurs in Guajome Regional Park at the northwest corner of Vista; other smaller areas of natural habitat are scattered throughout the city.

Surrounding Land Uses

The predominant land uses in the SOI surrounding the city are rural residential, agricultural, and open space. However, higher-density residential land uses, a mobile home park, and strip commercial development occur in the SOI in the vicinity of South Santa Fe Avenue north of State Route (SR-) 78.

Project Description

Over the past eight years, the city has taken several steps to begin addressing climate change and achieve reductions in GHG emissions, both in its operations and the broader community. The city adopted its initial CAP in 2013, setting forth initial strategies and goals aimed at reducing citywide GHG emissions. The city simultaneously prepared an Energy Management Plan (Energy Roadmap) with the San Diego Association of Governments (SANDAG), providing the city with a framework to save energy in government operations and the community. The 2019 CAP serves as an update to these documents, providing the city with an updated GHG Inventory that serves as a baseline and new and updated strategies and measures aimed at reducing GHG emissions citywide.

¹ A small section of the seven-mile Loma Alta Creek (approximately 0.15 mile) is situated in the city and consists of open and closed channels.

In addition, the 2019 CAP also includes adaptation strategies to improve the city's resilience to potential environmental risks and hazards over the long term. The 2019 CAP is also consistent with and complementary to statewide legislation and regulatory mandates. It focuses on reducing emissions by 2020 (as established by Executive Order [EO] S-3-05, codified by AB 32) and 2030 (codified by SB 32, which set the mid-term 2030 target established by EO B-30-15). The new 2030 GHG emissions reduction target places California on a trajectory toward meeting the goal of reducing statewide emissions to 80 percent below 1990 levels by 2050. Through these legislative and executive actions, the state aims to reduce annual statewide GHG emissions to the following:

- 1990 levels by 2020 (established by AB 32)
- Forty percent below 1990 levels by 2030 (established by SB 32)
- Eighty percent below 1990 levels by 2050 (established by EO S-3-05)
- Carbon neutral by 2045 (established by EO B-55-18)

Among other climate change legislation passed in California in recent years was SB 97 (the CEQA and GHG Emissions Bill of 2007), which requires lead agencies to analyze GHG emissions and mitigate climate change impacts under CEQA. CEQA Guidelines, Section 15183.5(b), which was promulgated by SB 97, provides some guidance in preparing GHG Reduction Plans (e.g., CAPs), as stated below.

On September 10, 2018, California Governor Edmund G. Brown, Jr., signed EO B-55-18 to establish a new statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the targets set forth above. The California Air Resources Board (CARB) is tasked to develop a framework for implementation of and tracking progress toward this goal. Similarly, the city will be able to track progress toward this goal through the 2019 CAP. City staff will monitor 2019 CAP performance over time and update as necessary to achieve targets and goals to improve the sustainability and resilience of the city.

The 2019 CAP has been prepared pursuant to CEQA Guidelines, Section 15183.5, as a qualified plan. As a qualified plan, it was developed to meet the CEQA criteria for "a plan for the reduction of greenhouse gas emissions," such that it may be used for the specific purpose of streamlining the analysis of GHG emissions for subsequent projects. With associated CEQA coverage, the 2019 CAP provides environmental review streamlining benefits for development projects proposed in the city, provided they demonstrate consistency with the 2019 CAP. 2019 CAP consistency will be determined through the 2019 CAP Consistency Review Checklist. The requirements of a GHG Reduction Plan are set forth below.

CEQA GUIDELINES, SECTION 15183.5, TIERING AND STREAMLINING THE ANALYSIS OF GREENHOUSE GAS EMISSIONS

(b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

- (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
- (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
- (F) Be adopted in a public process following environmental review.

The 2019 CAP would meet these GHG Reduction Plan requirements by accomplishing the following:

- Quantifying the 2012 baseline sources and amounts of GHG emissions generated from activities in the city and providing estimated emissions projections for 2020 and 2030 (see Chapter 2 of the 2019 CAP).
- Identifying the equivalent reduction quantity of GHG emissions from the 2012 baseline to achieve the state-recommended targets of 1990 levels by 2020 and 40 percent below 1990 levels by 2030 (see Chapter 2 of the 2019 CAP).
- Identifying and analyzing GHG emissions under seven emissions categories (see Chapter 2 and Appendix A of the 2019 CAP).
- Proposing seven strategies and 14 GHG reduction measures organized under four GHG emissions categories, including performance standards for the reduction measures, which if implemented, would collectively achieve the specified emissions reduction targets (see Chapter 3 of the 2019 CAP).
- Outlining how the city would implement the GHG reduction measures and including procedures to monitor and verify the effectiveness of the measures, as well as guidelines for updating the 2019 CAP (see Chapter 4 of the 2019 CAP).
- Evaluating the city's vulnerability to climate change and identifying current and future strategies the city is implementing to adapt to climate change impacts (see Chapter 5 of the 2019 CAP).
- Being adopted in a public hearing process through the Planning Commission and Vista City Council.

The main components of the 2019 CAP are discussed below.

2012 BASELINE GREENHOUSE GAS EMISSIONS INVENTORY

The city's 2012 Greenhouse Gas Emissions Inventories and Projections (Vista 2012 GHG Inventory) (EPIC 2018) was prepared to identify the major sources and quantities of GHG emissions produced in the city in 2012. This Vista 2012 GHG Inventory provides a baseline that is used to project emissions trends and to develop reduction targets that are consistent with state mandates. The resulting gap between forecasted emissions and reduction targets serves as the foundation for the strategies and measures outlined in the 2019 CAP that the city will implement to reduce GHG emissions to meet both 2020 and 2030 targets.

The Vista 2012 GHG Inventory provides an estimate for the citywide emissions of a defined set of gases (e.g., carbon dioxide [CO₂], methane [CH₄], nitrous oxide [N₂O]) that contribute to climate change. As shown in Table 2-1, the Vista 2012 GHG Inventory covers seven emissions categories and includes a description of emissions associated with each category.

TABLE 2-1. VISTA 2012 GREENHOUSE GAS INVENTORY CATEGORIES

Emissions Category	Description
On-Road Transportation	On-road transportation emissions associated with gasoline and diesel consumption from motor vehicles on local and regional roadways.
Electricity	Building energy use emissions associated with electricity in residential and non-residential buildings.
Natural Gas	Building energy use emissions associated with combustion of natural gas in residential and non-residential buildings.
Off-Road Transportation	Off-road transportation emissions associated with gasoline and diesel fuel use from recreational vehicles, construction equipment, and residential and commercial equipment.
Solid Waste	Waste emissions associated with waste generated by residents and businesses of the city and disposal of mixed and organic waste in landfills.
Water	Emissions associated with the water supplied, conveyed, treated, and distributed to residents and businesses within the city.
Wastewater	Wastewater treatment fugitive and process emissions consisting of GHGs from combustion of anaerobic digester gas and operational fossil fuels.

Source: EPIC 2018.

Note: GHG = greenhouse gas

Three primary GHGs are quantified in the Vista 2012 GHG Inventory: CO₂, CH₄, and N₂O. These gases are converted to a comparable unit by multiplying each non-CO₂ gas by their global warming potential, reporting emissions in terms of carbon dioxide equivalent (CO₂e). This conversion allows consideration of all gases in comparable terms and makes it easier to communicate how various sources and types of GHG emissions contribute to global warming. A metric ton of CO₂e (MTCO₂e) is the standard measurement of the amount of GHG emissions produced and released into the atmosphere.

Appendix A of the 2019 CAP provides a summary of the Vista 2012 GHG Inventory by emissions categories. Community activities in the city in 2012 accounted for 603,000 MTCO₂e. The primary category contributing to GHG emissions in the city is On-Road Transportation, which accounts for 49 percent of the total 2012 emissions. On-road transportation activities are primarily related to gasoline and diesel consumption in on-road vehicles on local and regional roadways. These emissions were calculated based on estimated vehicle miles traveled (VMT) for all vehicles traveling to/from and within the city. Emissions from electricity and natural gas, collectively referred to as the Energy category, account for an additional 45 percent of the city's 2012 emissions. Emissions generated in the Energy category are associated with electricity and natural gas consumption in buildings in the city.

In contrast to the Vista 2012 GHG Inventory, the Vista 2005 GHG Inventory for the 2013 CAP had a baseline emission that totaled 547,039 MTCO₂e. The 2013 CAP projected that the city's GHG emissions would be 625,957 MTCO₂e. Consistent with state goals, the 2013 CAP set a target to reduce emissions 15 percent below 2005 levels by 2020.

A detailed breakdown of the total MTCO₂e generated in each category in the city's 2012 inventory is provided in Table 2-2.

TABLE 2-2. VISTA 2012 GREENHOUSE GAS INVENTORY

Emissions Category	MTCO₂e	Percent (%)
On-Road Transportation	297,000	49
Electricity	185,000	31
Natural Gas	82,000	14
Off-Road Transportation	17,000	3
Solid Waste	14,000	2
Water	6,000	1
Wastewater	3,000	<1
Total	603,000	100

Source: EPIC 2018.

Notes: MTCO₂e = metric tons of CO₂e
Columns may not add to totals due to rounding.

GHG EMISSIONS PROJECTIONS

GHG emission projections for the city were estimated for 2020 and 2030 using city-specific demographic and transportation activity projections from the SANDAG Series 13 Regional Growth Forecast. In general, the city is anticipated to experience modest growth by 2020 and 2030, as reflected in the emissions projections. The city's population is expected to increase by six percent by 2020 and 13 percent by 2030 from 2012 levels. Furthermore, employment is expected to increase by 14 percent in 2020 and 26 percent by 2030 from 2012 levels. The 2019 CAP uses two projections, referred to as business-as-usual (BAU) and legislatively adjusted BAU.

The BAU projection assumes that no additional efforts or legislative actions beyond what have already been adopted will be made to reduce GHG emissions in the future. Since 2012, the city has experienced an overall reduction in citywide annual GHG emissions. This observed decrease in BAU emissions is reflective of actions taken by the city through implementation of the 2013 CAP and the Energy Roadmap and other state and federal regulations. Based on these projections, if the city took no action GHG emissions would slowly increase over time.

The legislatively adjusted BAU scenario accounts for a variety of approved legislative actions that will further reduce BAU emissions in the city, assuming the same demographic trends as BAU projections. The legislative actions applied to estimate the legislatively adjusted BAU include the following:

- Federal and State Vehicle Efficiency Standards: Tailpipe emissions standards through 2025, including California Zero Emissions Vehicle Program.
- California Renewables Portfolio Standards: 43 percent renewables in 2016 increasing to 60 percent by 2030.
- California Energy Efficiency Programs: Utility's energy efficiency target, to be achieved through rebate programs, codes, and standards.
- California Solar Policies and Programs: California Solar Initiative, New Solar Homes Partnership, and Net Energy Metering.

Table 2-3 identifies the 2020 and 2030 BAU and legislatively adjusted BAU for the seven emissions categories of the Vista 2012 GHG Inventory.

TABLE 2-3. 2020 AND 2030 BAU AND LEGISLATIVELY ADJUSTED BAU PROJECTIONS (MTCO₂E/YEAR)

Emissions Category	2012	2020		2030	
		BAU	Legislatively Adjusted BAU	BAU	Legislatively Adjusted BAU
On-Road Transportation	297,000	262,000	252,000	267,000	211,000
Electricity	185,000	135,000	126,000	149,000	62,000
Natural Gas	82,000	83,000	82,000	90,000	81,000
Off-Road Transportation	17,000	15,000	15,000	20,000	20,000
Solid Waste	14,000	17,000	17,000	18,000	18,000
Water	6,000	6,000	6,000	6,000	6,000
Wastewater	3,000	3,000	3,000	3,000	3,000
Total	603,000	521,000	501,000	553,000	400,000
Percent change from 2012 (%)	—	-14%	-17%	-8%	-34%

Source: EPIC 2019.

Notes: BAU = business-as-usual; GHG = greenhouse gas emissions; MTCO₂e = metric tons of CO₂e
Columns may not add to totals due to rounding.

GREENHOUSE GAS EMISSIONS REDUCTION TARGETS

The 2019 CAP targets the reduction of emissions by 2020 and 2030, which is consistent with legislatively adopted state targets. As directed in AB 32, SB 32, and EOs B-30-15 and S-3-05 and set by CARB's 2017 Scoping Plan, the state aims to reduce annual statewide GHG emissions to the following:

- 1990 levels by 2020
- Forty percent below 1990 levels by 2030
- Eighty percent below 1990 levels by 2050

The 2020 and 2030 targets represent benchmarks, consistent with prevailing climate science, charting an appropriate trajectory forward that is in-line with the state's role in stabilizing global warming below dangerous thresholds. Although framed to reduce emissions to meet the state's near-term requirements, these targets are intended to provide a pathway for reductions beyond 2030, framed by the Paris Agreement, which calls for limiting global warming to well below two degrees Celsius (CARB 2017).

To determine an equivalent reduction target at the local level, CARB's 2017 Scoping Plan recommends community-wide GHG reduction goals for local CAPs that will help the state achieve its 2030 target and longer-term 2050 goal. These goals consist of reducing emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. As mentioned previously, CARB has not developed a plan to meet the new EO B-55-18 for carbon neutrality by 2045. Estimating the equivalent reduction needed from the 2012 baseline based on the state's inventory, the following adjusted reduction targets should be achieved in the city:

- Four percent below 2012 levels by 2020
- Forty-two percent below 2012 levels by 2030

The city has set the 2030 target based on the trajectory necessary to meet the statewide 2050 goal. The city's targets would require GHG emissions to be reduced to 580,000 MTCO₂e per year in 2020 and 350,000 MTCO₂e per year in 2030.

Based on the current demographic trends, the BAU projection would meet the city's 2020 target without any additional federal, state, or local actions. Under BAU, the city is projected to generate 521,000 MTCO₂e annually in 2020, which would be 59,000 MTCO₂e below the city's 2020 target. With state and federal adjustments applied, the city's legislatively adjusted BAU emissions were estimated to be 501,000 MTCO₂e in 2020 (70,000 MTCO₂e below the 2020 target) and 400,000 MTCO₂e in 2030 (50,000 MTCO₂e greater than the 2030 target).

However, federal and state legislative actions would not be adequate to achieve the city's 2030 GHG reduction target. While these legislative actions would account for the majority of the reductions needed to achieve this goal, the city would need to implement additional local actions to achieve further reductions. This additional reduction needed at the local level to meet the reduction targets for each year is referred to as the local gap. To close the local gap, the city would need to implement local actions that would result in a reduction of approximately 51,000 MTCO₂e by 2030 (Table 2-4).²

TABLE 2-4. SUMMARY – CITY OF VISTA GREENHOUSE GAS EMISSIONS REDUCTIONS FROM 2030 BAU

Emissions	2030 MTCO₂e
BAU GHG Emissions Projection	553,000
Federal and State Legislative Action Reductions	152,000
Legislatively Adjusted BAU Emissions Projection (BAU GHG Projection – Federal and State Legislative Action Reductions)	401,000
2030 Target Emissions	350,000
Additional Emissions Reductions Needed to Close Local Gap	51,000
GHG Reductions from 2019 CAP Transportation Measures (T-1 - T-6)	6,600
GHG Reductions from 2019 CAP Energy Measures (E-1 - E-4)	30,400
GHG Reductions from 2019 CAP Waste Measures (W-1)	13,900
GHG Reductions from 2019 CAP Carbon Sequestration Measures (C-1 - C-2)	200
Total Emissions Reductions from 2019 CAP Measures	51,000
<i>Vista 2030 GHG Emissions Target with 2019 CAP Reductions + Legislatively Adjusted BAU</i>	<i>350,000</i>

Source: EPIC 2019.

Notes: BAU = business-as-usual; CAP = Climate Action Plan; GHG = greenhouse gas; MTCO₂e = metric tons of CO₂e

Numbers are rounded to the nearest thousand (with the exception of reduction measure values, which were rounded to the nearest hundred); values and totals may not equal the values summed in other tables or figures.

As noted previously, because the city would achieve its 2020 emissions reduction target under BAU conditions, the primary focus of the 2019 CAP is on reducing emissions by 2030, consistent with the state's mandates. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 15-year time frame for which defensible reduction assumptions can be made. This is primarily because of the uncertainty around future technological advances and future changes in state and federal law beyond 2030. As climate change science and policy continues to advance, the city may be able to apply new strategies to assist in the state's long-term 2050 GHG emissions reduction goal in future CAP updates. In addition, new federal and state regulations could further reduce emissions that are currently being captured by local measures and actions.

² A detailed description of the calculations and estimates for these emissions and targets is provided in Appendix B of the 2019 CAP.

GREENHOUSE GAS EMISSIONS REDUCTION STRATEGIES AND MEASURES

To close the gap between the city's anticipated legislatively adjusted BAU emissions and the emissions target in 2030, the 2019 CAP proposes seven strategies and 14 GHG reduction measures. These strategies and measures were developed based on a combination of factors, including the feasibility of the measure to be implemented by the city, existing policies or programs that can be expanded or proposed policies yet to be adopted, feedback from the community and other stakeholders, and technological innovations. The specific strategies and GHG reduction measures are organized under four GHG emissions categories: Transportation, Energy, Solid Waste, and Carbon Sequestration. The sections below provide a summary of the city's GHG reduction strategies, measures, goals, and the MTCO_{2e} reduction potential to meet the 2030 target. Please see Table 2-5 for additional information.

Transportation

Internal combustion from on-road transportation is the largest contributor to the city's GHG emissions. Emissions from on-road transportation sources accounted for 49 percent of the city's total emissions in 2012. Off-road transportation sources are also included in this emissions category, which accounts for usage of construction equipment, residential and commercial equipment, and recreational vehicles. Legislative reductions, mainly from improvements in federal and state vehicle fuel efficiency standards, will contribute to reducing transportation emissions. The state relies on local and regional agencies to implement strategies that affect the frequency or distance of vehicle travel, or type of transportation mode used for travel. The 2019 CAP includes Strategies 1 to 3 and Measures T-1 to T-7 under this category, and they are identified in Table 2-5. The listed measures have the potential to reduce the city's GHG emissions by 6,524 MTCO_{2e} by 2030. Measure T-6, Increase Density and Mixed-Use Development, has a goal to complete the Vista Palomar and Vista Melrose 47 development projects. The Vista Palomar and Vista Melrose projects were approved by the Vista City Council on December 13, 2016 and January 10, 2017, respectively. The Vista Melrose project has already been constructed and the Vista Palomar project is under construction and will be complete in the spring of 2021. An independent CEQA review was conducted for these projects. The Vista City Council adopted Mitigated Negative Declarations for both projects that analyzed and mitigated impacts from construction and operation. Therefore, their impacts have already been evaluated and mitigated under CEQA and are not addressed further in this IS/ND.

In addition to reducing transportation-related GHG emissions, the strategies also have the potential to provide important co-benefits to the community. These benefits include the following:

- Improved air quality
- Improved public health
- Reduced energy use
- Reduced traffic congestion
- Enhanced safety
- Improved access to low-cost transportation options
- Enhanced community character
- Improved resiliency to climate change impacts

Energy

Energy consumption in the city includes electricity and natural gas consumption, which accounted for 45 percent of the city's total emissions in 2012. Emissions reductions from the energy category are divided into two strategies to reduce energy consumption and increase the use of renewable energy sources. The success of these strategies relies on coordination with local utilities and organizations, participation from the community, and administration of new or revised local policies and programs. As identified in Table 2-5, the 2019 CAP includes Strategies 4 and 5 and Measures E-1 to E-4 under this category. The listed measures have the potential to reduce the city's GHG emissions by 30,464 MTCO_{2e} by 2030.

In addition to reducing energy-related GHG emissions, the strategies have the potential to provide other important benefits to the community. These co-benefits include the following:

- Improved air quality
- Reduced energy use
- Improved public health
- Enhanced safety
- Reduced heat island effect
- Enhanced community character
- Increased local green jobs
- Improved resiliency to climate change impacts

Solid Waste

GHG emissions are generated through the disposal of solid waste and off-gassing at landfills. Though this category represents only two percent of the city's total emissions in 2012, significant reductions could be made through changing individual behavior through partnerships with local waste haulers and outreach to residents and businesses. As identified in Table 2-5, the 2019 CAP includes Strategy 6 and Measure W-1 under this category. The listed measure has the potential to reduce the city's GHG emissions by 13,898 MTCO_{2e} by 2030.

In addition to providing emissions reductions, this strategy also provides the city with co-benefits that include the following:

- Reduced energy use
- Enhanced community character
- Increased local green jobs
- Improved resiliency to climate change impacts

Carbon Sequestration

The process of removing atmospheric CO₂ through artificial or natural processes is referred to as carbon sequestration. This process occurs daily through the natural respiration of vegetation and trees. As part of the natural carbon cycle, photosynthesis in plants takes CO₂ in the atmosphere and converts it into oxygen and carbon-based plant matter, storing the carbon captured from the atmosphere. Communities can enhance or improve their carbon sequestration potential by increasing the volume and rate of planting trees and nurturing an urban canopy. Conversely, carbon sequestration potential is lost when carbon sinks (i.e., trees) are cut down or removed. As identified in Table 2-5, the 2019 CAP includes Strategy 7 and Measures C-1 and C-2 under this category. The listed measures have the potential to reduce the city's GHG emissions by 241 MTCO₂e by 2030.

In addition to reducing GHG emissions, the strategies have the potential to provide other important benefits to the community. These co-benefits include the following:

- Improved air quality
- Improved public health
- Reduced heat island effect
- Enhanced community character
- Increased local green jobs
- Improved resiliency to climate change impacts

TABLE 2-5. SUMMARY OF GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2019 CAP

Transportation	
Strategy 1: Increase Use of Zero-Emission/Alternative Fuel Vehicles	
Measure T-1: Transition to a Clean and More Efficient Municipal Vehicle Fleet	
Replace non-public safety vehicles (e.g., passenger cars and light-duty gasoline trucks) that are scheduled for replacement with electric or alternative fuel vehicles, including EVs and PHEVs.	
Goal	GHG Reduction Potential in 2030 (MTCO ₂ e)
Replace 47 vehicles to EV or PHEV by 2030.	106
Measure T-2: Increase Electric Vehicle Charging Stations at Public Facilities.	
Install Level 2 or better EV charging stations at city-owned facilities (e.g., downtown public parking areas and Civic Center) available for public use.	
Goal	GHG Reduction Potential in 2030 (MTCO ₂ e)
Install 20 public EV charging stations by 2030.	405
Measure T-3: Require Electric Vehicle Charging Stations at New Multi-Family and Commercial Developments	
Require that three percent of total parking spaces required in new multi-family projects have EV charging stations, and six percent of total parking spaces required in new commercial projects have EV charging stations, starting in 2021.	
Goal	GHG Reduction Potential in 2030 (MTCO ₂ e)
Install 188 new EV charging stations at new multi-family developments by 2030.	1,489
Install 108 new EV charging stations at new commercial developments by 2030.	

TABLE 2-5. SUMMARY OF GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2019 CAP

Strategy 2: Reduce Vehicle Miles Traveled	
Measure T-4: Participate in the San Diego Association of Government's iCommute Vanpool Program	
Promote and encourage participation in SANDAG's iCommute Vanpool Program by businesses in Vista.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Maintain a minimum of 18 SANDAG vanpools annually that start or end in Vista.	361
Measure T-5: Implement the City's Bicycle Master Plan	
Implement projects identified in the city's Bicycle Master Plan, including adding new bicycle lanes and improving existing bicycle lanes. Support the SANDAG Regional Bicycle Plan Inland Rail Trail segment that is within the city's boundary.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Install an additional 12 miles of two-way bicycle lanes (Class II or better) by 2030.	633
Measure T-6: Increase Density and Mixed-Use Development	
Increase density and destination accessibility in the Opportunity Areas identified in the Vista General Plan 2030 and the SANDAG Smart Growth Areas.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Complete the Vista Palomar and Vista Melrose 47 projects.	278
Strategy 3: Reduce Fossil Fuel Use	
Measure T-7: Require Electric-Powered or Alternative Fueled Construction Equipment	
Require the use of alternative fuel or electric-powered construction equipment in new development projects.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Require that 30 percent of construction equipment in new development projects be electric-powered or alternatively fueled.	3,252
Energy	
Strategy 4: Increase Building Energy Efficiency	
Measure E-1: Implement Energy Efficient Projects in Municipal Facilities	
Implement energy efficiency projects (i.e., interior and exterior lighting retrofits and HVAC system adjustments) identified in the 2018 energy audit conducted for the city's Civic Center, Public Works Department, Wave Water Park, Fire Stations, and Recreation Center.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Complete energy efficiency projects identified in the 2018 energy audit that will reduce municipal facility energy use by one million kWh by 2030.	45
Strategy 5: Increase Renewable and Zero-Carbon Energy	
Measure E-2: Continue Photovoltaic Installation at Municipal Facilities	
Complete PV installation at the Public Works Yard carports and identify additional PV installation opportunities at other city facilities.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Install 400 kW new behind-the-meter PV at city facilities by 2030.	141
Measure E-3: Support the Vista Unified School District's efforts to Install Photovoltaic Systems	
Support VUSD's PV installation at 21 public school sites identified in their feasibility study.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Install 5.6 MW behind-the-meter PV at VUSD school sites by 2030.	1,941

TABLE 2-5. SUMMARY OF GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2019 CAP

Measure E-4: Join a Program to Increase Grid-Supply Renewable and Zero-Carbon Electricity	
Join a program to increase grid-supply renewable and zero-carbon electricity beyond the RPS mandate for 2030.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Achieve 90 percent renewable or zero-carbon electricity by 2030	28,338
Waste	
Strategy 6: Reduce and Recycle Solid Waste	
Measure W-1: Reduce Solid Waste Disposal and Increase Recycling	
Work with waste haulers to set citywide solid waste reduction and recycling goal.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Achieve 85 percent waste diversion citywide (equivalent to reducing per capita waste landfilled to two pounds per person) by 2030.	13,898
Carbon Sequestration	
Strategy 7: Carbon Sequestration	
Measure C-1: Increase Tree Planting at Municipal Facilities and Public Rights-of-Way	
Develop a program to track tree planting and maintenance at city facilities, public parks, and public rights-of-way.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Plant an average of 100 trees annually through 2030 (1,300 net new trees by 2030).	46
Measure C-2: Increase Tree Planting at New Private Properties	
Enforce the new development tree requirements from landscape plans and track the new trees planted.	
Goal	GHG Reduction Potential in 2030 (MTCO _{2e})
Plant an average of 500 new trees annually at new developments through 2030 (5,500 net new trees by 2030).	195
Total GHG Reduction Potential in 2030	51,128

Source: EPIC 2019.

Notes: city = City of Vista; EV = electric vehicle; GHG = greenhouse gas; HVAC = heating, ventilation, and air conditioning; kW = kilowatt; kWh = kilowatt-hour; MTCO_{2e} = metric tons of CO_{2e}; MW = megawatts; PHEV = plug-in hybrid electric vehicle; PV = photovoltaic; RPS = Renewable Portfolio Standard; SANDAG = San Diego Association of Governments; VUSD = Vista Unified School District; Measure T = Transportation; Measure E = Energy; Measure W = Waste; Measure C = Carbon Sequestration

IMPLEMENTATION AND MONITORING

Following adoption of the 2019 CAP, the city will begin implementation of the identified GHG reduction strategies and measures to achieve the 2020 and 2030 reduction targets. Implementation of certain strategies and measures will require that the city develop and implement new ordinances, programs, and plans, or modify existing ones. This will require careful consideration of the operational and capital resources needed, as well as the timing, phasing, and monitoring of implementation. To begin effectively employing these measures the city has established a preliminary implementation strategy in Chapter 4 of the 2019 CAP, which provides an initial examination of the levels of effort, costs, and time frames required to implement and monitor each measure. The city will further expand on this initial examination through the preparation of a separate and detailed Implementation Plan that would supplement the adopted CAP. The forthcoming plan would outline in more detail how the city would implement the 2019 CAP's reduction measures and how the 2019 CAP would be updated and monitored over time to ensure the city's efforts continue in effectively reducing its share of GHG emissions. In addition, the Implementation Plan would also include a CAP Consistency Review Checklist to provide a streamlined review process for proposed new development projects that are subject to discretionary review and that trigger environmental review pursuant to CEQA.

CLIMATE CHANGE VULNERABILITY, RESILIENCY, AND ADAPTATION

Preparing for the future impacts of climate change is a complex challenge. Climate science is evolving and it is complicated by the uncertainty of global emissions levels expected in the mid-to- late twenty-first century. Chapter 5 of the 2019 CAP includes an abbreviated version of a vulnerability assessment of climate-related impacts that may affect Vista in the future; evaluates how these impacts would potentially affect the community's population, functions, and structures; and outlines key strategies for improving community resiliency and adaptation, including the city's current adaptation efforts.

As discussed in Chapter 5 of the 2019 CAP, the direct, or primary, climate change effects analyzed for Vista included average temperatures (maximum and minimum), and annual precipitation amounts. Secondary effects, which can occur because of individual changes or a combination of these changes, were also evaluated and included changed seasonal patterns, heat wave frequency, intense rainstorms, landslides, drought, wildfire, and reduced snowpack. As a result, four categories of climate change effects the city would experience throughout the latter half of this century (2050–2099) were identified: Increased Temperatures and Frequency of Extreme Heat Events, Changes in Precipitation Patterns and Water Availability, Increased Likelihood of Flooding, and Increased Wildfire Risk.

The proposed adaptation strategies are classified into four categories to address the climate change effects identified in the vulnerability assessment (i.e., temperature and extreme heat events, precipitation patterns and water availability, floods, and wildfire). Each category includes programs and policies to support climate adaptation and resiliency, focusing on specific vulnerabilities and impacts that have the potential to affect the community's populations, functions, and structures. The proposed strategies consist of the following:

- Adaptation Strategy 1: Prepare for Increased Temperatures and Frequency of Extreme Heat Events
- Adaptation Strategy 2: Prepare for Changes in Precipitation Patterns and Water Availability;
- Adaptation Strategy 3: Prepare for Increased Flooding Risk; and
- Adaptation Strategy 4: Prepare for Increased Wildfire Risk

These strategies would also be considered for incorporation into the next update of the city's Safety Element of the Vista General Plan 2030, pursuant to the requirements of SB 379 (Statutes of 2016), and in future updates to the San Diego County Multi-Jurisdictional Hazard Mitigation Plan to further climate adaptation efforts. Future planning efforts by the city will use these proposed strategies to better integrate climate adaptation planning efforts into all relevant plans, policies, and programs.

Additional Approvals

The project requires the Vista City Council approval of the 2019 CAP and adoption of the ND. The city has sole approval authority over the 2019 CAP. No other public agencies' approval is required.

Tribal Consultation

California Native American tribes traditionally and culturally affiliated with the project site requested consultation pursuant to the California Public Resources Code, Section 21080.3.1. City staff conducted notification and consultation with these tribes per the requirements of the California Public Resources Code, Section 21080.3.2. On January 25, 2021, AB 52 consultation letters were mailed to seven tribes traditionally and culturally affiliated with the city and SOI. These tribes included the La Jolla Band of Luiseño Indians, the Pala Band of Mission Indians, the Pauma and Yuima Reservation, the Pechanga Band of Mission Indians, Rincon Band of Luiseño Indians, San Luis Rey Band of Mission Indians, and the Soboba Band of Luiseño Indians. One tribe, the Rincon Band of Luiseño Indians, responded with a letter dated January 29, 2021, requesting to consult on the project. No other tribes have responded. On February 22, 2021, the city and the city's environmental consultant met with the Rincon Band of Luiseño Indians cultural resources manager, Cheryl Madrigal, to discuss the 2019 CAP.

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

PROJECT TITLE:	City of Vista 2019 Climate Action Plan (2019 CAP or project)
LEAD AGENCY NAME AND ADDRESS:	City of Vista Community Development Department Planning Division 200 Civic Center Drive Vista, California 92084
CONTACT PERSON:	John Conley, Director of Community Development (760) 643-5388 jconley@ci.vista.ca.us
PROJECT LOCATION:	City of Vista boundary and sphere of influence
PROJECT APPLICANT:	City of Vista
GENERAL PLAN DESIGNATION:	The 2019 CAP would be implemented throughout the city and would occur in all Vista General Plan 2030 designations.
ZONING DESIGNATION:	The 2019 CAP would be implemented throughout the city in all zoning designations.
DESCRIPTION OF PROJECT:	See Chapter 2 of this IS/ND.
SURROUNDING LAND USES AND SETTING:	See Chapter 2 of this IS/ND.
OTHER PUBLIC AGENCY APPROVALS:	None.

Environmental Factors Potentially Affected

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

ENVIRONMENTAL DETERMINATION

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

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



John Conley, Director of Community Development

02/23/2021

Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or ND. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analyses Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., General Plans, Zoning Ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

IMPACT TERMINOLOGY

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

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

I. Aesthetics <i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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, c. LESS THAN SIGNIFICANT IMPACT. A scenic vista is generally defined as the view of an area that is visually or aesthetically pleasing. The Vista General Plan 2030 Program EIR (City of Vista 2011) identifies scenic resources in the city and its SOI such as the San Marcos Mountains to the east and northeast; various ridgelines, hills, and valleys; creeks and streams; distant mountains to the north; public and private open space with native vegetation; the city's public parks; a network of hiking and horseback riding trails; various private and public recreation facilities (such as the Guajome Regional Park, a 557-acre San Diego County-owned park); and buildings of historical and cultural significance (such as Rancho Minerva, Rancho Buena Vista Adobe, and the Guajome Ranch House—a National Historic Landmark). The Vista General Plan 2030 continues to allow development of existing land uses within vacant parcels throughout the city that are currently designated for industrial, commercial, and residential development with development and growth mainly focused in the Opportunity Areas identified in the Land Use and Community Identity Element.

The 2019 CAP is a policy document that does not facilitate new development or other physical changes to the environment. However, implementation of measures under the 2019 CAP could have the potential to impact scenic vistas and visual character or quality in the city and SOI. Measure T-6 calls for increased density and destination accessibility in the Opportunity Areas identified in the Vista General Plan 2030 and within the SANDAG Smart Growth Areas. By encouraging high density residential use mixed with pedestrian-oriented commercial, the line-of sight of scenic vistas available from vantage points could be blocked, and the visual character and quality of the Opportunity Areas could change by developing slightly taller buildings. However, compliance with Vista General Plan 2030 policies, including Land Use and Community Identity Policy 1.1, which requires the application of the city's Design Guidelines when reviewing and approving new development and redevelopment, would minimize impacts to scenic vistas or visual quality. In addition, Policies 2.5, 2.10, and 2.11, impose restrictions on siting development, and conditions such as site design, landscaping, and architectural design upon new development and redevelopment to preserve and enhance the residential character of the city and preserve scenic views. Finally, Policies 3.1, 3.2 and 3.3 preserve and protect existing residential neighborhoods by requiring that the design of developments minimize and mitigate their impacts, including requiring visual and acoustic buffering. The use of the city's Design Guidelines and the above-noted Land Use and Community Identity policies identified in the Vista General Plan 2030 during the development review process would ensure that development associated with Measure T-6 would not result in adverse effects on existing scenic views of the city's topography.

Measures E-2 and E-3 would involve installation of solar photovoltaic (PV) panels on existing municipal and school buildings and/or at existing parking lots that could potentially impact scenic vistas and/or the visual character and quality of the areas around them. Governor Brown signed SB 226 in 2011 that created a statutory exemption (California Public Resources Code, Section 21080.35) for solar PV projects installed on existing building rooftops or parking lots that meet specified conditions. Solar PV installations that are exempt from CEQA are the type of solar energy projects anticipated to result from implementation of Measures E-2 and E-3. Large-scale substantial renewable energy facilities, such as a wind or solar farms or large solar panel installations that could have substantial visual impacts, are not included in the 2019 CAP actions.

While increasing tree planting at municipal facilities, along public streets, and within new development projects may change the visual character of the city, the implementation of Measures C-1 and C-2 is not expected to result in adverse visual and aesthetic impacts in the city and SOI. Urban forestry management in the city is conducted by the Public Works Department, which is guided by the Street Tree Ordinance (Vista Development Code, Chapter 19.24) and the Master Street Tree Plan (Section 19.24.060) (City of Vista 2021a). These regulations include conditions or requirements for planting street streets, including species, separation, and distances from pavement. Increasing tree planting at new developments would be under the auspices of the Planning Division primarily during project plan reviews. Besides being guided by the Street Tree Ordinance, the Division is also guided by the requirements of the Water Efficient Landscape Ordinance (Vista Development Code, Chapter 18.56) and the Landscape Manual (Section 18.56.070). Consequently, the trees that would be planted would not create adverse impacts to the existing visual character and quality of the city and would tend to result in a positive enhancement of these attributes.

Implementation of 2019 CAP strategies and supporting measures would not result in substantial effects on a scenic vista or substantially degrade the existing visual character or quality of the city because they would not affect the height, bulk, or scale of development or otherwise result in the development of large structures that could block or highly modify the visual environment. Further, any future site-specific discretionary projects would be subject to subsequent environmental review wherein any site-specific aesthetic impacts would be addressed accordingly. Therefore, impacts would be less than significant.

b. No IMPACT. The 2019 CAP is a policy document that does not propose specific development or other physical changes to the environment, nor does it grant any entitlements for development that would potentially damage scenic resources such as trees, rock outcroppings, and historic buildings in a State scenic highway. There are no officially designated state scenic highways in the city. SR-76, which parallels the city boundary approximately 1.5 miles to the north, is an eligible state scenic highway (Caltrans 2019). However, the portions of SR-76 that run north of the city are located in the developed areas of San Diego County (including Bonsall) and the City of Oceanside. No impact would occur from the 2019 CAP on scenic resources viewed from a state scenic highway.

d. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, the implementation of measures initiated under the 2019 CAP could result in the development of new sources of light or glare. Measure T-6 could include new development or redevelopment projects that could increase the amount of light and glare in the community through exterior lighting, windows, and other building materials, as well as the installation of replacement lighting of street or park lights that may be a source of light or glare. However, the Land use and Community Identity Policy 1.1 in the Vista General Plan 2030 requires the application of the city's Design Guidelines when reviewing and approving new development and redevelopment. In addition, Measure E-1 regarding implementing energy efficient projects at municipal facilities identifies exterior lighting retrofits (among other projects) that were identified for several facilities. In general, lighting installed at the existing municipal facilities is subject to the property line thresholds established in the Vista Development Code (Section 18.58.260). More specifically, exterior lighting retrofits installed for energy efficiency (e.g., LED lights at parking lots) would not increase the brightness of the existing lights due to such options as flexibility in color rendering, fixture efficiency in targeting the light, and motion sensors. In some instances, these lighting retrofits may reduce lighting levels. Measures E-2 and E-3 would involve installation of solar PV panels on existing municipal and school buildings and/or at existing parking lots. Solar panels are designed to absorb light to generate energy, not reflect it. Thus, their placement and orientation on structures would not adversely affect day or nighttime views in the area. Further, the Vista Municipal Code, Section 18.58.260, establishes requirements for residential, commercial, industrial, and open space land uses to restrict light pollution of the night sky, incorporate automatic timing devices, light shielding, and other means to minimize light and glare (City of Vista 2021b). Therefore, implementation of the 2019 CAP is not expected to create a new source of substantial light or glare that would adversely affect daytime or nighttime views. This impact would be less than significant.

II. Agriculture and Forest Resources <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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–e. No IMPACT. According to the San Diego County Important Farmland Map (County of San Diego 2020), the majority of land in the city and SOI is identified as Urban and Built-Up Land. Currently, lands in the city's SOI support agricultural uses related to small-scale horticulture and specialty crops with no large-scale, commercial agricultural cultivation. In addition, no Williamson Act lands occur in the city and SOI. The city and SOI do not contain any forest land or timberland resources.

Furthermore, the 2019 CAP is a policy document that does not involve any land use or zone changes, nor does it involve any specific development or other physical changes to the environment. As such, implementation of the 2019 CAP would not have the potential to substantially degrade agricultural resources or convert agricultural or forest land to non-agricultural or non-forest uses, nor would it conflict with existing zoning. Therefore, no impacts to agricultural and forestry resources 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. Projects that are consistent with existing Vista General Plan 2030 documents, which are used to develop air emissions budgets for the purpose of air quality planning and attainment demonstrations, would be consistent with the San Diego Air Basin's Air Quality Plans, including the Regional Air Quality Strategy (RAQS) and the State Implementation Plan. Both of these Air Quality Plans contain strategies for the region to attain and maintain the ambient air quality standards. Provided the project complies with the applicable rules and regulations adopted by the San Diego Air Pollution Control District (SDAPCD) through their air quality planning process, the project would not conflict with or obstruct implementation of the RAQS or State Implementation Plan.

The 2019 CAP is a policy document that does not facilitate new development or other physical changes to the environment. Rather, the 2019 CAP would support development that could already occur under the Vista General Plan 2030. Thus, it is consistent with the Air Quality Management Plan. Furthermore, the purpose and intended effect of the 2019 CAP is to reduce GHG emissions generated in the city to help reduce the effects of climate change.

b. LESS THAN SIGNIFICANT IMPACT. Air quality impacts can result from the construction and operation of the project. Construction emissions are finite and include fugitive dust, equipment exhaust, and indirect mobile source emissions associated with construction workers commuting, material hauling, and deliveries. Operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along roadways and area sources, such as natural gas use for space and water heating.

The SDAPCD significance thresholds for air quality impacts are shown in Table AQ-1.

TABLE AQ-1. SCREENING-LEVEL CRITERIA FOR AIR QUALITY IMPACTS

Pollutant	Total Emissions		
	Construction Emissions		
	Lb. Per Day		
Coarse Particulate Matter (PM ₁₀)	100		
Fine Particulate Matter (PM _{2.5}) ¹	55		
Oxides of Nitrogen (NO _x)	250		
Oxides of Sulfur (SO _x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC) ²	137		
	Operational Emissions		
	Lb. Per Hour	Lb. Per Day	Tons Per Year
Coarse Particulate Matter (PM ₁₀)	—	100	15
Fine Particulate Matter (PM _{2.5}) ¹	—	55	10
Oxides of Nitrogen (NO _x)	25	250	40
Oxides of Sulfur (SO _x)	25	—	—
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC) ²	—	137	15

Source: SDAPCD 2021.

¹ PM_{2.5} is not currently regulated under SDAPCD Rule 20.2. PM_{2.5} thresholds are based on the South Coast Air Quality Management District significance thresholds of 55 lbs./day for construction and operation and ten tons/year for operation.

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

CONSTRUCTION-RELATED EMISSIONS

The proposed GHG reduction measures and supporting actions, when implemented, may require construction activities. For example, Measure T-5, Implement the City's Bicycle Master Plan, and Measure T-6 would likely result in emissions from construction. Emissions from construction activities represent temporary impacts that are typically short-term. These impacts are typically associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases that would be released during architectural coating phases of construction. Implementation of Measure T-6 and Measure T-5 to a lesser extent would likely result in an increase in emissions of existing air quality violations in the San Diego Air Basin.³ However, the Vista General Plan 2030 imposes new requirements and mitigation measures on future construction of infill and redevelopment efforts. Additionally, Measure T-7, Require Electric-Powered or Alternative Fueled Construction Equipment, of the 2019 CAP would require the use of alternative fuel or electric-powered construction equipment in new development projects, which would further reduce construction-related emissions. Furthermore, all future projects implemented under the 2019 CAP would be subject to applicable city regulations and requirements, as well as further CEQA analysis of project-specific impacts. Therefore, construction emissions associated with implementation of the 2019 CAP would be less than significant.

³ The San Diego Air Basin is currently in nonattainment for National Ambient Air Quality Standards for ozone, PM₁₀, and PM_{2.5}.

OPERATIONS-RELATED EMISSIONS

With respect to operational emissions, many of the GHG reduction measures would have the secondary benefit of reducing criteria pollutant emissions. For example, actions and supporting measures identified in the 2019 CAP aim to reduce building consumption and increase energy efficiency (Measure E-1), promote renewable energy (Measures E-2, E-3, and E-4), reduce VMT (Measures T-4, T-5, and T-6), increase and promote travel through low- and zero-emissions modes (Measure T-1, Measure T-2, and Measure T-3), improve waste management efficiency (Measure W-1), and increase urban tree cover (Measure C-1 and Measure C-2). Implementation of the 2019 CAP's GHG reduction measures would reduce operational emissions and be beneficial by helping the city meet applicable Air Quality Plan goals. Therefore, the impact would be less than significant.

Because the 2019 CAP's emissions are less than significant, the emissions during construction and operations would not be expected to result in a cumulatively considerable impact to air quality. Therefore, the project would have a less than significant impact.

C. LESS THAN SIGNIFICANT IMPACT. Projects involving traffic impacts may result in the formation of locally high concentrations of carbon monoxide (CO), known as CO hot spots. CO hot spots have the possibility of forming at intersections with a level of service (LOS) of E or F. The implementation of the 2019 CAP would not generate substantial traffic that would result in a degradation of LOS at nearby intersections. On the contrary, implementation of GHG reduction measures would reduce VMT (Measures T-4, T-5, and T-6) and increase use of zero-emission vehicles. It is therefore anticipated that no CO hot spots would result from project-related traffic.

Implementation of the 2019 CAP would result in minor emissions of toxic air contaminants (TACs) from construction equipment and motor vehicles. TACs (or hazardous air pollutants) are pollutants that are known or suspected to result in adverse health effects upon exposure through inhalation or other exposure routes. The project is a policy document for the reduction of GHG emissions and would not result in a major source of TACs. The amounts of TACs that would be generated from construction equipment and motor vehicles are negligible. Implementation of the 2019 CAP's GHG reduction measures would generally reduce sensitive receptor exposure to pollutant concentrations. In addition, as noted previously, specific development projects constructed in the city as a result of implementing the 2019 CAP would undergo further CEQA analysis of project-specific impacts and require project-specific mitigation if applicable. Therefore, impacts to sensitive receptors would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT. During construction of specific development projects implemented as part of the 2019 CAP, diesel equipment operating at a project site may generate some odors; however, due to the temporary and intermittent nature of construction, odors associated with construction under the 2019 CAP would be less than significant. Furthermore, as noted above, development projects constructed in the city would undergo project-level CEQA review and require project-specific mitigation if applicable. Therefore, odor 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, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 U.S. 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 checked="" type="checkbox"/>	<input 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"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–d. LESS THAN SIGNIFICANT IMPACT. Implementation of GHG reduction measures (Measures T-5 and T-6) in the 2019 CAP could involve the construction of additional bicycle lanes and paths and new mixed-use developments, which could have the potential to impact sensitive and special-status species during construction or operation.

Conformance with the policies in Vista General Plan 2030 related to special-status plant and wildlife species, sensitive habitats, wetlands, and wildlife movement would reduce potential impacts on these biological resources. The Resource Conservation and Sustainability Element of Vista General Plan 2030 contains Goal 5 and accompanying policies that pertain to the preservation and management of biological resources within the city. Specifically, Policy 5.1 requires development that is proposed in areas identified or expected to contain sensitive vegetation or wildlife communities to consult with wildlife agencies, conduct wildlife assessments, and develop project-specific mitigation measures, if applicable, to mitigate impacts to threatened and endangered species. In addition, Policies 5.2–5.8 further this goal to preserve and protect the range of natural biological communities and species in the city and SOI. Though no specific development is proposed at this time, future development projects implemented under the 2019 CAP would be required to comply with these Vista General Plan 2030 policies. Therefore, all future reduction measures implemented under the 2019 CAP would be subject to applicable city, state and federal regulations and requirements pertaining to biological resources, and impacts would be less than significant.

e–f. LESS THAN SIGNIFICANT IMPACT. The city is part of the regional North County Multiple Habitat Conservation Plan (MHCP), a regional habitat conservation plan under the state's Natural Community Conservation Planning Program. Although the city does not have an approved Sub-Area Plan, it implements the provisions of the MHCP through the policies, goals, and Biological Preserve Overlay in the Resource Conservation and Sustainability Element of the Vista General Plan 2030. Resource Conservation and Sustainability Element Policies 6.1–6.6 under Goal 6 aim to implement to the provisions of the regional MHCP and establish maintenance and management standards to limit development within the Biological Preserve Overlay to ensure permanent conservation. Future development projects with implementation of the 2019 CAP would be required to comply with these Vista General Plan 2030 goals and policies. The 2019 CAP contains actions and supporting measures that are consistent with the Vista General Plan 2030. The 2019 CAP includes Measure C-1 and Measure C-2, which are aimed at increasing tree plantings in public spaces and at new private properties throughout the city and SOI. The 2019 CAP would not affect the city's ability to attain goals and policies that protect biological resources and would not conflict with the regional MHCP. Therefore, impacts would be less than significant.

V. Cultural and Tribal Cultural Resources <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–d. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a programmatic policy document containing GHG-reducing measures for the city and SOI. Implementation of measures and programs under the 2019 CAP, including Measures T-5, T-6, E-2, and E-3, could involve the construction of new bicycle lanes, mixed-use developments, or solar PV on the rooftops of homes, which may have the potential to impact historical, archaeological, and tribal cultural resources and human remains during construction. However, construction of these developments would be subject to further CEQA analysis of project-specific impacts and policies related to cultural resources in the Resource Conservation and Sustainability Element of the Vista General Plan 2030. Applicable Resource Conservation and Sustainability Element policies include Policy 10.3, which encourages the preservation of historical resources; Policy 12.2, which calls for adopting procedures for protecting significant archaeological features in collaboration with the Native American Heritage Commission and the San Luis Rey Band of Mission Indians; and Policies 12.4 and 12.5, which describe procedures for the discovery of significant Native American artifacts and human remains and/or associated grave goods. In addition, as stated in Section I, Aesthetics, Governor Brown signed SB 226 in 2011 that created a statutory exemption (California Public Resources Code, Section 21080.35) for solar PV projects installed on existing building rooftops (including historic homes) or parking lots that meet specified conditions. Solar PV installations that are exempt from CEQA are the type of solar energy projects anticipated to result from implementation of Measures E-2 and E-3.

Although the 2019 CAP does not propose any specific development, nor does it grant any entitlements for development that could cause a substantial adverse change in the significance of a historical, cultural, tribal cultural, or archaeological resource, the 2019 CAP would be implemented in a manner consistent with the Vista General Plan 2030 goals and policies, including those related to the protection and preservation of historical, cultural, and tribal cultural resources. Therefore, impacts would be less than significant.

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

BACKGROUND

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the California Energy Commission adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the California Energy Commission adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Standards will be adopted during 2021 and will go into effect January 1, 2023.

The 2016 Standards improved on the previous 2013 Standards for new construction of and additions and alterations to residential and non-residential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient and non-residential buildings are five percent more energy efficient than under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

The 2019 Standards (which went into effect on January 1, 2020) improve upon the 2016 Standards. Under the 2019 Standards, residential buildings are expected to be about seven percent more energy efficient compared to the 2016 Standards, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings built to meet the 2019 Title 24 standards would use about 53 percent less energy than those built to meet the 2016 Standards.

Senate Bill 350

SB 350 was signed into law in September 2015 and establishes tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 100 (discussed below) was signed into law September 2018 and increased the required Renewable Portfolio Standards.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

a–b. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing GHG reduction measures. The 2019 CAP would not facilitate growth beyond what the Vista General Plan 2030 would allow, and specific development projects associated with the implementation of the 2019 CAP would be covered under future project-specific CEQA review. Furthermore, the purpose and intended effect of the 2019 CAP is to reduce GHG emissions generated in the city to help reduce the effects of climate change, including those emissions generated by energy supply and demand. For example, Measure E-1 supports energy conservation by implementing energy efficient projects (i.e., interior and exterior lighting retrofits and heating, ventilation, and air conditioning [HVAC] system adjustments) in municipal facilities. Implementation of the 2019 CAP would also increase the use of renewable energy sources (Measures E-3, E-4, and E-5). Furthermore, construction of any projects associated with the implementation of the 2019 CAP would be required to comply with the energy standards in the California Energy Code, Part 6, of the California Building Standards Code (Title 24). Therefore, the 2019 CAP would not result in the use of energy resources in a wasteful or inefficient manner or conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and 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"/>
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 checked="" type="checkbox"/>	<input 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"/>

DISCUSSION

a–e. No IMPACT OR LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a programmatic policy document containing climate actions and supporting measures to reduce GHG emissions. The 2019 CAP does not include any site-specific development, designs, or proposals, nor does it grant any entitlements for development that would impact or be impacted by geology and soils. The city is located in a seismically active region and is susceptible to other various geological hazards, such as the potential for liquefaction, landslides, subsidence, and expansive soils. However, all development projects are required to conform to applicable provisions of the current California Building Code and the Vista Grading and Erosion Control Ordinance. Additionally, the Public Safety, Facilities, and Services Element of the Vista General Plan 2030 includes policies to reduce damage, losses, and the risk to the community caused by seismic and other geologic hazards. Specifically, Policies 3.1 – 3.9 under Goal 3 include requirements for a site-specific geotechnical report be prepared, encourage seismic strength evaluations, discourage development in areas of known slope instability, and include measures to reduce likelihood of inundation from mudflows. With respect to septic tanks, most development in the city is connected to the existing sewer system and does not require the use of wastewater disposal or septic tanks. Additionally, the recommended measures in the 2019 CAP would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, with future projects' compliance with measures in the California Building Code, the city's Grading Ordinance, and applicable policies in the Vista General Plan 2030, impacts regarding the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; soil erosion or topsoil loss, unstable soils, expansive soils, or use of septic tanks, would be less than significant.

f. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a programmatic policy document containing GHG-reducing measures for the city and SOI, and does not propose site-specific development. However, implementation of measures and programs under the 2019 CAP, including Measures T-5 and T-6, could involve the construction of new bicycle lanes or mixed-use developments that could potentially impact paleontological resources during construction activities. However, construction of these developments would be subject to further CEQA analysis of project-specific impacts as well as goals and policies related to paleontological resources in the Resource Conservation and Sustainability Element of the Vista General Plan 2030. Goal 13 of the Resource Conservation and Sustainability Element is to recognize the potential for paleontological resources and provide mitigation programs to ensure collection and salvage of fossil materials. Policies 13.1 and 13.2 under this goal require proposed projects to adopt procedures for both preconstruction mitigation and to mitigate impacts during construction.

Although the 2019 CAP does not propose any specific development, nor does it grant any entitlements for development that could destroy a paleontological resource, the 2019 CAP would be implemented in a manner consistent with the Vista General Plan 2030 goals and policies, including those related to the protection and preservation of paleontological resources. Therefore, impacts would be less than significant.

VIII. Greenhouse Gas Emissions <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

DISCUSSION

BACKGROUND

Global climate change refers to changes in the average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of the Earth's surface and atmosphere caused by increased GHG emissions, which can contribute to changes in global climate patterns resulting in global climate change.⁴ In response to EO S-3-05 (June 2005), which declared California's vulnerability to climate change, the California Global Warming Solutions Act of 2006, AB 32 was signed into effect on September 27, 2006. In passing the bill, the California Legislature found that "Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California" (California Health and Safety Code, Division 25.5, Part 1).

The state has taken several steps to reduce GHG emissions and respond to the threat of global climate change. In 2006, the California Global Warming Solutions Act (AB 32) established the state's first target to reduce GHG emissions, which established a goal of lowering emissions to 1990 levels by 2020. According to CARB, California has been making steady progress and is expected to achieve the 2020 target. In 2016, SB 32 was signed into law, which codified into statute the mid-term GHG reduction target of 40 percent below 1990 levels by 2030, established by EO B-30-15. This 2030 target places California on a trajectory toward meeting its longer-term goal, which is to bring emissions down to 80 percent below 1990 levels by 2050. EO B-55-18, signed in September 2018, furthers California's efforts to reduce GHG emissions by setting a goal to achieve carbon neutrality by 2045 and achieve net negative GHG emissions thereafter.

For a detailed discussion of federal and state regulations to reduce the impacts of climate change, see Section 1.2 of the 2019 CAP.

⁴ City of Vista Climate Action Plan (CAP), 2012-2013 edition.

CITY OF VISTA

Vista General Plan 2030 – In February 2012, the city adopted the Vista General Plan 2030 (City of Vista 2012) and certified the accompanying Vista General Plan 2030 Program EIR (City of Vista 2011). The Vista General Plan 2030 Program EIR included Mitigation Measure MCC1, which required the city to implement a quantified CAP within 24 months of adoption of the Vista General Plan 2030. The Vista General Plan 2030 includes a Resource Conservation and Sustainability Element, which includes the following: “RCS Goal 2: Reduce GHG emissions from community activities and municipal facilities and operations within the city boundaries to support the State’s efforts under AB 32, SB 375, and other State and federal mandates, and to mitigate the community’s contributions to global climate change.” The Vista General Plan 2030 policy that applies to the project includes the following:

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

2013 CAP – The city adopted its CAP in 2013 to reduce GHG emissions in the city to comply with AB 32. The 2013 CAP provided an estimate of BAU emissions by the year 2020 and a projection of the amount of reductions needed to meet the city’s requirement to reduce GHG emissions to 1990 levels. The 2013 CAP estimated that a reduction of 27,187 MTCO₂e would be required. The 2013 CAP adopts climate action measures designed to provide the necessary reductions to meet the 2020 target. The measures that would apply to development projects include energy efficiency measures, transportation and land use measures designed to reduce VMT, and solid waste reduction measures.

a. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing GHG reduction measures. The proposed 2019 CAP creates a GHG emissions reduction strategy consistent with Section 15183.5 of the CEQA Guidelines for the city. The 2019 CAP contains a series of GHG reduction strategies and measures to reduce emissions by approximately 51,000 MTCO₂e by 2030. When combined with the state and federal emissions reduction actions they would collectively meet the 2030 reduction target of 350,000 MTCO₂e. The city has set the 2030 target based upon the trajectory necessary to meet the statewide 2050 goal of 80 percent below 1990 levels, consistent with SB 32. As such, the 2019 CAP would result in the reduction of GHG emissions, rather than generating GHG emissions, and impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. As mentioned under Criterion a, the 2019 CAP includes GHG reduction measures that reduce the city’s GHG emissions by 51,000 MTCO₂e by 2030, which meets the city target of reducing emissions to 42 percent below 2012 levels by 2030, consistent with SB 32. As described previously, the purpose of the 2019 CAP is to reduce city’s GHG emissions consistent with statewide targets. The 2019 CAP would not conflict with any applicable GHG Reduction Plan, including the CARB’s 2017 Scoping Plan or the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy). SANDAG adopted San Diego Forward: The Regional Plan in October 2015, which reflects the region’s commitment to provide people with more travel and housing choices, protect the environment, improve the health of communities, and promote economic growth. In February 2019, the SANDAG Board of Directors approved an Action Plan that extended development of a new vision for the 2021 Regional Plan to late 2021. SANDAG prepared a 2019 Federal RTP to comply with federal requirements while the 2021 Regional Plan is prepared. The 2021 Regional Plan demonstrates how the region will reduce emissions from transportation sources to comply with SB 375. The 2019 CAP includes GHG reduction measures that align with the CARB’s 2017 Scoping Plan and SANDAG’s 2021 Regional Plan (Measure T-4 and Measure T-6). Therefore, this 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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–g. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, implementation of measures and strategies under the 2019 CAP, including Measure T-6, could potentially create a hazard to the public or the environment (including within 0.25 mile of an existing or proposed school) through the routine transport, use, or disposal of hazardous materials, and/or create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment, primarily during construction. Future construction activities that cause ground disturbance would have the potential to agitate existing hazardous conditions that may lead to contamination of soil or groundwater. Construction activities (e.g., bicycle facilities, energy retrofits, installation of EV charging stations) could also involve the use of on-site fueling/servicing of construction equipment and the transport of fuels, lubricating fluids, and solvents. However, these types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Controls, U.S. Environmental Protection Agency, Occupational Safety and Health Administration, and the San Diego County Department of Environmental Health Hazardous Materials Division. In addition, the 2019 CAP includes a strategy (Measure T-7) to reduce fossil fuel use during construction in favor of renewable sources, thereby potentially reducing hazardous materials use. Compliance with existing federal, state, and local regulations regarding the storage, use, and disposal of hazardous materials, as well as future site-specific CEQA reviews, would ensure a reasonable level of safety for construction workers, schools, and users of future facilities through review and implementation of potential mitigation measures for any site-specific hazardous materials associated with a proposed development.

In addition, there are no airports located in the city or SOI. The nearest airport to the city is the McClellan-Palomar Airport, which is less than two miles southwest in Carlsbad; the next closest is the Oceanside Municipal Airport, which is approximately four miles to the west. However, both these airports' Airport Land Use Compatibility Plans overlap with portions of the city and SOI. Future development projects associated with the 2019 CAP would undergo project-level CEQA review to ensure consistency with these Airport Land Use Compatibility Plans.

The Public Safety, Facilities, and Services Element of the Vista General Plan 2030 includes policies to enforce the existing regulations and requirements for all development and redevelopment activities regarding Emergency Response Plans, development within airport influence areas, and future projects within high fire risk areas. These policies include the preparation of Hazardous Materials Business Plans (Policy 6.1), the continued participation in the development and updating of the emergency response and preparedness actions of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (Policy 2.1), and evaluation of new development proposals within the Airport Influence Areas of the McClellan-Palomar and Oceanside Municipal Airports to ensure compliance with applicable compatibility criteria; and require development or projects within very high, high, or moderate fire hazard severity zones to comply with regulations and/or implement measures to mitigate the risk to life and structures from intrusion of fire from wildland fire (Policy 5.1). Therefore, with compliance with applicable regulations and policies in the Vista General Plan 2030, impacts on hazards and hazardous materials 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 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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 sources of polluted runoff; or	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–e. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, the implementation of projects initiated under the 2019 CAP, including Measure T-6, could result in potentially significant impacts on water quality, site drainage and hydrology, or water quality control plans or groundwater plans; contribute to flooding; or result in depletion of groundwater during construction and post-construction activities. Construction of future projects could require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality or contribute to flooding impacts. Additionally, construction could require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff could wash into and pollute waters. Post-construction activities from future mixed-use development could introduce the potential for pollutants such as chemicals from household cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. However, all future development requiring a grading permit would undergo plan review to ensure mandatory compliance with the Vista Municipal and Development Codes, including requirements in the Vista Grading Ordinance, Stormwater Ordinance, and Flood Area Construction Regulations, as well as compliance with the applicable goals and policies of the Vista General Plan 2030. These codes and requirements are based on existing regional (e.g., San Diego Basin Plan), state (e.g., Porter-Cologne Water Quality Control Act), and federal (e.g., Section 401 of the Clean Water Act) regulations regarding hydrology and water quality and are updated accordingly. For example, the city is a co-permittee of the San Diego County Municipal National Pollution Discharge Elimination System Permit (or MS4 Permit), which specifies waste discharge requirements for urban runoff, prohibits all non-stormwater discharges unless a separate National Pollution Discharge Elimination System permit is obtained, and requires preparation of a Jurisdictional Urban Runoff Management Plan. There are a number of regulations in the Vista Municipal and Development Codes to help ensure consistency with the MS4 Permit both during and after construction (e.g., Chapter 13.18, Stormwater Management and Discharge Control Ordinance).

In addition to these water quality regulations, the Vista General Plan 2030 includes specific policies in the Public Safety, Facilities, and Services Element related to water quality and drainage issues, such as the requirement to incorporate design features that reduce the amount of impervious surfaces in new developments consistent with state and city standards (Policy 4.8), continue participation in the Federal Emergency Management Agency's National Flood Insurance Program, and enforce sound floodplain management standards (Policy 4.1). Further, the 2019 CAP contains adaptation strategies related to hydrology to be considered for incorporation into the next update of the city's Safety Element of the Vista General Plan 2030. These adaptation strategies focus on water conservation, encouragement of climate-appropriate landscaping, and opportunities for groundwater use. Therefore, mandatory compliance with the city's water quality regulations and the implementation of applicable Public Safety, Facilities, and Services Element policies would reduce potentially significant construction and post-construction impacts on water quality and drainage in the city and SOI to less than significant levels.

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 a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. No IMPACT. The 2019 CAP is a policy document containing programs that are consistent with Vista General Plan 2030 and does not include any measures or any specific development projects that would divide an established community. The 2019 CAP includes Measure T-5, which aims to add new bicycle lanes and improve existing bicycle lanes, which would improve connectivity of different transportation modes throughout the city and SOI. Implementation of Measure T-6 includes the incorporation of various Vista General Plan 2030 policies, including Land Use and Community Identity Element Goal 4, to promote sustainable and smart growth land use patterns and development regulations and guidelines that would ensure that mixed-use, walkable, and transit-oriented “smart growth” development is constructed in the city and SOI. Strategies and measures in the 2019 CAP seek to improve connectivity and efficiency in the city and SOI and would not divide the community. Therefore, no impacts would occur.

b. LESS THAN SIGNIFICANT IMPACT.

VISTA GENERAL PLAN 2030

The 2019 CAP is consistent with and builds on the goals and policies of the Vista General Plan 2030, specifically Resource Conservation and Sustainability Element Goal 2, which sets out to reduce GHG emissions from community activities and municipal facilities and operations within the city boundaries to support the state’s efforts under AB 32, SB 375, and other state and federal mandates, and to mitigate the community’s contributions to global climate change. Policy 2.1, under Goal 2, specifically directs the city to implement a CAP within 24 months of General Plan adoption [2013 CAP] to put into action the reduction of GHG emissions in the city and SOI. The 2019 CAP is primarily intended to implement policies and programs of the Vista General Plan 2030 and, therefore, does not conflict with the Vista General Plan 2030. Impacts on the Vista General Plan 2030 would be less than significant.

SAN DIEGO BASIN PLAN

The San Diego Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. The San Diego Basin Plan incorporates by reference all applicable State Water Resource Control Board and Regional Water Quality Control Board plans and policies. The Vista Stormwater Ordinance is based in part on compliance with the Basin Plan. All development requiring a grading permit would undergo plan review to ensure mandatory compliance with the Vista Municipal and Development Codes, including requirements in the Vista Stormwater Ordinance. Because future development projects, including those implemented under Measure T-6, would be reviewed for compliance with the city's requirements to protect stormwater quality (including the Vista Stormwater Ordinance), potential impacts related to conflicts with the San Diego Basin Plan would not occur and impacts would be less than significant.

WATERSHED URBAN RUNOFF MANAGEMENT PROGRAMS

The Carlsbad and San Luis Rey River Watershed Urban Runoff Management Program (WURMPs) were prepared to collectively reduce pollutants entering into the Carlsbad and San Luis Rey watersheds as a part of the implementation strategy of San Diego County Municipal Stormwater Permit Order No. R9-2007-0001. The Agua Hedionda Watershed Management Plan is a comprehensive, scientifically based plan for preserving, restoring, and enhancing watershed functions and minimizing future degradation. While this Watershed Management Plan is not a direct requirement of the Permit Order, the Carlsbad WURMP provides a strong framework for implementing the recommended actions in the plan. One of the required elements in a WURMP is to identify collaborative, watershed-based, jurisdictional land use planning efforts. The Carlsbad and San Luis Rey River WURMPs included existing jurisdictional watershed planning efforts such as General Plans and Standard Urban Storm Water Mitigation Plans. As noted in Section X, Hydrology and Water Quality, future development and redevelopment projects initiated under the Vista General Plan 2030, as well as under the 2019 CAP, would be required to be in compliance with the applicable General Plan policies on stormwater, and mandatory Low Impact Development site design and source control best management practices requirements contained in the Vista Stormwater Ordinance as a condition of project approval. Therefore, future projects put forth under the 2019 CAP would not conflict with the Carlsbad and San Luis Rey River WURMPs and the Agua Hedionda Watershed Management Plan, and impacts would be less than significant.

REGIONAL AIR QUALITY STRATEGIES

The implementation of the 2019 CAP, including Measure T-6, would involve the promotion and support of land use development, regulations, and guidelines that may produce higher-density development and increase population growth, which could be in conflict with the SDAPCD and SANDAG's RAQS. The RAQS projections are based in part on SANDAG's growth projections for San Diego County for 2030, and as such, consistency with the San Diego RAQS from a land use perspective is generally demonstrated by determining consistency with SANDAG's growth projections for the project site. Specifically, implementation of Measure T-6 would require the incorporation of various Vista General Plan 2030 policies that would ensure that mixed-use, walkable, and transit-oriented "smart growth" development is constructed in the city and SOI. For example, Land Use and Community Identity Policy 4.1 encourages mixed-use developments to be located in designated areas, such as Opportunity Areas, near the Sprinter stations, and Policies 4.2, 4.3, and 4.4 ensure that new and redeveloped projects are located in areas where neighborhood-serving uses are conveniently accessed by walking, riding bicycles, or taking transit. As a result, projects initiated under the 2019 CAP, including under Measure T-6, would not conflict with the RAQS, and impacts would be less than significant.

SAN DIEGO ASSOCIATION OF GOVERNMENTS' REGIONAL PLANS

The implementation of future projects under the 2019 CAP, including Measures T-5 and T-6, would not conflict with SANDAG's Regional Comprehensive Plan (RCP), RTP, or Congestion Management Plan. As noted above, the implementation of Measure T-6 includes the incorporation of various Vista General Plan 2030 policies that would ensure that mixed-use, walkable, and transit-oriented "smart growth" development is constructed in the city. The Land Use and Community Identity Element goals and policies in the Vista General Plan 2030 encourage the implementation of SANDAG's Smart Growth Areas. As a result, mixed-use, walkable, and transit-oriented "smart growth" projects implemented under Vista General Plan 2030, including Measure T-6, would be consistent with the overall intent of the RCP and RTP. Further, the implementation of Measure T-5 would also be consistent with the RCP and RTP by increasing alternative mobility choices for city residents and visitors, and improving the connectivity of different transportation modes in smart growth areas. As a result, the initiation of the measures in the 2019 CAP is not expected to create obstructions to the implementation of the RAQS or conflicts with the RCP, RTP, and Congestion Management Plan. Impacts would be less than significant.

NORTH COUNTY MULTIPLE HABITAT CONSERVATION PLAN

As discussed in Section IV, Biological Resources, the city is part of the regional North County MHCP. The boundaries of the North County MHCP include a majority of the city and future development pursuant to the Vista General Plan 2030 is anticipated to occur within those boundaries. The city is nearly built out with few remaining undeveloped areas, and the implementation of development under the 2019 CAP would occur within existing urbanized areas. Although the likelihood that new mixed-use, transit-oriented development occurring within biologically sensitive areas within the MHCP is low, future projects would be required to comply with applicable habitat conservation plans, including the North County MHCP, and CEQA. The city's development review process and preparation of CEQA compliance documents would enforce state and federal conservation and avoidance regulations for all new development projects implemented under 2019 CAP on private property that may potentially impact natural vegetation communities or biological resources within the boundaries of the North County MHCP. Therefore, the 2019 CAP would not conflict with the North County MHCP, and a less than significant impact would occur.

ZONING CODE

While GHG reduction measures in the 2019 CAP are consistent with the Vista Zoning Code, future development projects put forward under the 2019 CAP may require a zoning change to allow for the proposed use on the site. Specific development projects associated with the implementation of the 2019 CAP would be evaluated to determine if future project-specific CEQA review is required. Per Chapter 18.64 of the Vista Development Code, an assessment is required for determining project consistency with the Vista General Plan 2030, Zoning Code, development standards, and Design Guidelines ((City of Vista 2021a). With approval of the Site Development Plan, Zone Change, Tentative Subdivision Map, Condominium Housing Permit, and Conceptual Landscape Plan, and compliance of the residential development standards and Design Guidelines in the Vista Development Code, future projects under the 2019 CAP would be consistent with the proposed zoning. Impacts would be less than significant.

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–b. No IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. The California Department of Conservation's Division of Mines and Geology (2019) does not identify the city and SOI as an area with high potential for aggregate or mineral resources. The Vista General Plan 2030 (City of Vista 2012) does not identify any specific mineral resources or locally important mineral resources recovery sites in the city or SOI. All future development associated with the 2019 CAP would undergo individual review to ensure that any discovered mineral resources are protected. Compliance with the Vista General Plan 2030 policies and the Vista Development Code would be required. Chapter 15.16 of the Vista Development Code contains the city's implementation provisions, which recognize minerals extraction, including borrow of fill and construction materials, as essential to the city's economic well-being and the needs of society but also stresses the need to protect public health and safety and support the city's General Plan 2030 goals and objectives (City of Vista 2012a). No impact to mineral resources would occur.

XIII. Noise <i>Would the project:</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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a–b. LESS THAN SIGNIFICANT IMPACT.

FUNDAMENTALS OF NOISE

Noise is typically defined as unwanted sound that is usually associated with human activity and that interferes with, or disrupts, normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss, but the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and is influenced by the type of noise, the perceived importance and suitability of the noise in a particular setting, the time of day and type of activity during which the noise occurs, and the sensitivity of the individual.

The standard unit of measurement for sound is the decibel (dB). Because humans do not perceive all frequencies equally well, measured sound levels at certain frequencies are weighted to correspond to the sensitivity of the human ear. This frequency weighting is known as A- weighting, and sound levels that are adjusted in this way are given in units of A-weighted decibels (dBA).

Noise levels typically attenuate (or drop off) at a rate of six dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of approximately 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at approximately three dBA per doubling of distance, while noise from a point source typically attenuates at approximately six dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by approximately five dBA, while a solid wall or berm that breaks the line of sight reduces noise levels by five to ten dBA. The construction style for dwelling units in California generally provides a reduction of exterior-to-interior noise levels of about 30 dBA with closed windows (FHWA 2018).

NOISE SETTING

Roadway traffic is the most prevalent source of noise within Vista. A heavily used transportation corridor, SR-78, traverses the city from east to west and is the loudest single source of noise in the city because of the high traffic volumes. The North County Transit District SPRINTER, which provides commuter rail service between Escondido and Oceanside and uses the existing rail alignment in the city, is another noise source. The city does not have large-scale industrial or manufacturing land uses, but it does have light industrial and small-scale manufacturing uses, particularly in the Vista Business Park in the southern portion of the city. Typical noise for an urbanized environment includes ringing bells, public address systems, and children playing associated with schools and HVAC systems and on-site trucks and equipment associated with industrial land uses (City of Vista 2011).

Noise-sensitive land uses are generally defined as places of frequent human use. Examples of sensitive land uses could be residential land uses, restaurants with outside eating areas, hotels, and parks or recreation areas. Sensitive land uses in the city would include single-family and multi-family residential land uses, hotels, parks, and churches, as well as others (City of Vista 2011).

REGULATORY FRAMEWORK AND STANDARDS

The Noise Element of the Vista General Plan 2030 includes a noise/land use compatibility matrix for assessing the suitability of different categories of planned land uses based on exterior noise level exposure (Table NE-3 from the Vista General Plan 2030). The city defines specific maximum noise levels that shall not be exceeded for both interior and exterior use areas. A project shall not generate noise levels that exceed these standards. Table NOI-1 provides limits for various types of land uses.

TABLE NOI-1. INTERIOR AND EXTERIOR NOISE GUIDELINES

Land Use	Maximum Noise Level (LDN or CNEL, dBA)	
	Interior ^{1,2}	Exterior
Residential – Single-Family, Multi-family, Duplex	45	65 ³
Residential – Nursing Homes, Hospital	45	65 ³
Private Offices, Church Sanctuaries, Libraries, Board Rooms, Conference Rooms, Theaters, Auditoriums, Concert Halls, Meeting Halls	45	—
Schools	45	65 ⁴
General Offices, Reception, Clerical	50	—
Bank Lobby, Retail Store, Restaurant, Typing Pool	60	—
Manufacturing, Kitchen, Warehousing	65	—
Parks, Playgrounds	—	65 ⁴
Golf Courses, Outdoor Spectator Sports, Amusement Parks	—	70 ⁴

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

¹ Noise standard with windows closed. Mechanical ventilation shall be provided per Uniform Building Code requirements to provide a habitable environment.

² Indoor environment excluding bathrooms, toilets, closets, and corridors.

³ Outdoor environment limited to rear yard of single-family homes, multi-family patios and balconies (with a depth of six feet or more) and common recreation areas.

⁴ Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

Sections 8.32.010 through 8.32.060 of the Vista Municipal Code pertain to noise requirements and enforcement of violations (City of Vista 2021b). The city has adopted the San Diego County Noise Ordinance for the purpose of controlling excessive noise levels, including noise from construction activities.

Table NOI-2 lists the applicable exterior property line noise limits. This table is specific to the city and replaces the table in Section 36.404 of the San Diego County Noise Ordinance. It is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level at any point on or beyond the boundaries of the property exceeds these limits. The sound level limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones.

TABLE NOI-2. APPLICABLE EXTERIOR PROPERTY LINE NOISE LIMITS

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

Source: City of Vista 2021b.

Notes: A-1 = Agricultural; C-1 = Commercial; C-2 = Commercial; C-T = Commercial Transient; E-1 = Estate; I-P = Industrial; MHP = Mobile Home Park; M-U = Mixed Use; O = Open Space; O-3 = Office Park; OP = Office Professional; OSR = Open Space Residential; R-1B = Residence; R-M = Multi-Residential

The adopted San Diego County Noise Ordinance also stipulates controlling construction noise. San Diego County Code, Sections 36.408 and 36.409, Construction Equipment, states that, except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

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

NOISE IMPACTS

Construction

The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, future projects implemented under the 2019 CAP could result in a temporary increase in noise or groundborne vibration levels associated with construction activities. Construction activities could include clearing, grading, excavating, compacting, utility installation, erecting buildings, and paving. Noise from typical construction equipment could include graders, excavators, and bulldozers. Typical equipment that causes groundborne vibration includes vibratory rollers and pile drivers. The Vista Municipal Code, Title 8, Health and Safety, under Chapter 8.32, Noise Control (or Noise Ordinance), addresses construction noise through the adoption of the San Diego County's noise regulations (City of Vista 2021b). San Diego County Code, Sections 36.408 and 36.409, Construction Equipment, restricts the operation of construction equipment between 7 p.m. and 7 a.m., on Sundays and holidays, and except for emergency work, operating construction equipment that exceeds an average level of 75 decibels for an eight-hour period between the hours of 7 a.m. and 7 p.m. measured at the property line.

A majority of the proposed measures in the 2019 CAP would involve small scale construction projects, such as installing EV charging stations and energy efficient retrofits; however, the 2019 CAP includes some transportation and land use measures that could lead to the development of expanded bicycle and pedestrian paths or transit upgrades. Noise generated by construction activity would be variable depending on the project and intensity of equipment use. All future projects that would be implemented under the 2019 CAP would be subject to applicable city regulations and requirements in the city's Noise Ordinance, as well as further CEQA analysis of project-specific impacts. Therefore, construction noise impacts would be less than significant.

Operation

The transportation measures under the 2019 CAP focus on reducing the amount of VMT by providing enhanced access to alternative modes of transportation and increasing density and destination accessibility in the Vista General Plan 2030 Opportunity Areas and SANDAG Smart Growth Areas (Measures T-4, T-5, and T-6). These measures encourage a reduction in vehicles on the road, thereby promoting an overall decrease in noise from transportation sources. Therefore, implementation of 2019 CAP strategies and measures would not result in exposure of persons to noise in excess of established standards or groundborne vibration or noise, nor would it result in a temporary, periodic, or permanent increase in ambient noise levels above existing levels. Further, any future site-specific discretionary projects would be subject to subsequent environmental review wherein any site-specific noise impacts would be addressed accordingly. Operational noise impacts would be less than significant.

C. NO IMPACT. As stated in Section IX, Hazards and Hazardous Materials, no airports are located in the city or SOI. The nearest airport to the city and SOI is the McClellan-Palomar Airport, which is less than two miles southwest in Carlsbad; the next closest is the Oceanside Municipal Airport, which is approximately four miles west. Though both of these airports' Airport Land Use Compatibility Plans overlap with portions of the city and SOI, the city does not lie within the 60 dBA CNEL contour for either airport. The 2019 CAP does not propose any land use or zoning changes related to airports or airstrips, nor does it include any development that would increase exposure to excessive noise levels associated with airports or airstrips. Therefore, no impacts would occur.

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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–b. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, the implementation of programs and measures under the 2019 CAP, including Measure T-5 and Measure T-6, could induce population growth. However, implementation of Measure T-6 would require the incorporation of various Vista General Plan 2030 policies that would ensure that mixed-use, walkable, and transit-oriented “smart growth” development is constructed in SANDAG Smart Growth Areas in the city. Further, the city is largely built out and has few vacant parcels available for new development, none of which are in areas without infrastructure. The 2019 CAP would not facilitate any population or housing growth beyond that allowed under the Vista General Plan 2030 or induce unplanned population growth.

Implementation of Measure T-6 would increase density and destination accessibility in the Opportunity Areas identified in the Vista General Plan 2030 and the SANDAG Smart Growth Areas. Development initiated under this measure would either intensify a current land use, such as by re-designating a lower density residential area to a higher-density residential area, or it would convert the land use completely, such as by re-designating a commercial area to mixed use. As the city is mostly built out, future development implemented under Measure T-6 could result in the displacement of existing housing units and people. Residential areas that are converted to mixed use would not result in significant impacts to housing because mixed-use areas are estimated to include about 65 percent residential development. In the event that existing housing units were replaced, the Uniform Relocation Act and the California Relocation Assistance Act would assist displaced persons in finding replacement housing by subsidizing relocation costs. Also, the California Relocation Assistance Act would restrict the removal of affordable housing if the redevelopment proposal did not provide an equivalent number of affordable units. In addition, specific projects put forward through Measure T-6 would be required to undergo their own CEQA-level review and apply applicable mitigation if displacement had the potential to occur. Therefore, less than significant impacts related to population and housing would result.

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

DISCUSSION

a1–a5. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing strategies that are consistent with Vista General Plan 2030. New development facilitated by the Vista General Plan 2030 could increase public service needs in the city by adding population and housing. Likewise, Measure T-6 could induce population growth specifically within the Opportunity Areas and SANDAG Smart Growth Areas. However, implementation of the 2019 CAP, including Measure T-6, would not induce additional growth beyond that anticipated by the Vista General Plan 2030 and, therefore, would not increase demand for public services or facilities. As such, the 2019 CAP would not require the construction of new or physically altered governmental facilities, the construction of which could potentially result in significant environmental impacts. Furthermore, any future site-specific development projects would be subject to subsequent environmental review, wherein any site-specific public service impacts would be addressed accordingly. Therefore, no impact on public services causing the need for new facilities would occur.

XVI. Recreation <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a–b. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing strategies that are consistent with Vista General Plan 2030. The 2019 CAP would not result in population growth beyond that which would be facilitated by the Vista General Plan 2030. Implementation of Measure T-6 would require the incorporation of various Vista General Plan 2030 policies that would ensure that mixed-use, walkable, and transit-oriented “smart growth” development is constructed in Opportunity Areas and SANDAG Smart Growth Areas in the city. However, the 2019 CAP would not facilitate any population or housing growth beyond that allowed under the Vista General Plan 2030 or induce unplanned population growth. Additionally, implementation of Measure T-5 of the 2019 CAP would align with and advance Policy 6.14 included in the Vista General Plan 2030 Circulation Element:

- **Policy 6.14:** Maintain and expand, where appropriate, the system of non-motorized connections that link neighborhoods to larger roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transportation stops and stations.

Therefore, implementation of the 2019 CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Impacts would be less than significant.

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–b. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing goals and actions that are consistent with the Vista General Plan 2030, many of which are aimed at reducing automobile trips and VMT. Strategy 1 of the 2019 CAP focuses on reducing the use of gasoline or diesel-powered vehicles and equipment and increase the use of zero-emission or alternative fuel vehicles citywide by transitioning non-public safety vehicles to electric or alternative fuel vehicles (Measure T-1), and installing electric vehicle charging stations throughout the city and SOI (Measures T-2 and T-3). Strategy 2 of the 2019 CAP is to reduce VMT by participating in SANDAG's iCommute Vanpool Program (Measure T-4), implement the city's Bicycle Master Plan (Measure T-5), and increase density and mixed-use developments to increase destination accessibility specifically in the Opportunity Areas and SANDAG Smart Growth Areas (Measure T-6). Measure T-5 would improve the circulation system by adding new bicycle lanes and improving existing bicycle lanes. In addition, Strategy 3 of the 2019 CAP promotes vehicle efficiency standards and reduction of fossil fuels for off-road vehicles and equipment (Measure T-5). These strategies focus on encouraging alternative transportation modes and reducing VMT.

As mentioned previously, Measure T-6 calls for increased density and destination accessibility in the Opportunity Areas identified in the Vista General Plan 2030 and the SANDAG Smart Growth Areas. This measure supports Land Use and Community Identity Policy 4.1, which encourages mixed-use developments to be located in designated areas such as Opportunity Areas, as well as Policies 4.2, 4.3, and 4.4, which ensure that new and redeveloped projects are located in areas where neighborhood-serving uses are conveniently accessed by walking, riding bicycles, or taking transit. The Circulation Element includes roadway improvements in Policies 1.1, 1.3, 1.6, 1.7, and 1.8 that would help to reduce impacts on roadway segments and at intersections. In addition, the Circulation Element includes goals and policies for regional transportation (Goal 3), public transportation (Goal 5), and bicycle and pedestrian facilities (Goal 6), in which future projects implemented under the 2019 CAP would be required to comply with.

The 2019 CAP would implement strategies and a range of Vista General Plan 2030 policies aimed at reducing VMT and encouraging the use of alternative transportation modes. It would not conflict with the Vista General Plan 2030. Further, projects initiated under Measure T-5 would implement the Bicycle Master Plan, which is an alternative transportation plan, and no conflicts would be created. Therefore, impacts to the circulation system and vehicles miles traveled would be less than significant.

c–d. LESS THAN SIGNIFICANT IMPACT. There are no goals or policies in the 2019 CAP, including Measures T-5 and T-6, that would, on a programmatic level, substantially increase hazards due to a design feature or incompatible use or result in inadequate emergency access. The proposed strategies and supporting measures included in the 2019 CAP are aimed at providing alternative modes of transportation and reducing the amount of VMT throughout the city and SOI. For specific projects initiated under these measures, the city's development review process and the preparation of CEQA compliance documents would ensure that applicable Vista General Plan 2030 policies in the Circulation Element and Public Safety, Facilities, and Services Element, and/or the implementation of mitigation measures would reduce potential impacts to less than significant.

XVIII. Utilities and Service Systems <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. – c. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing goals, actions, and GHG reduction measures that are consistent with Vista General Plan 2030. The 2019 CAP would not accommodate growth beyond that anticipated by the Vista General Plan 2030, nor does it propose any development projects that would increase wastewater generation, water demand, stormwater runoff, energy use, or telecommunications. Furthermore, the 2019 CAP includes measures that would help reduce GHG emissions by increasing energy efficiency and conservation in municipal and school buildings (Measures E-1, E-2, E-3, and E-4) and improving energy efficiency and reducing consumption at new developments (Measures E-4). Therefore, implementation of the project would not exceed wastewater treatment requirements, require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, have insufficient water supplies available to serve the project, or result in a determination by the wastewater treatment provider that there is inadequate capacity to serve the projected demand. Further, any future site-specific discretionary projects would be subject to subsequent

environmental review wherein any site-specific water, wastewater, or stormwater impacts would be addressed accordingly. Impacts would be less than significant.

d-e. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP includes a GHG reduction measure (Measure W-1) that sets a goal for the city to achieve 85 percent waste diversion citywide (equivalent to reducing per capita waste sent to landfills to two pounds per person) by 2030. This measure would reduce the amount of solid waste sent to the local landfill. Additionally, this GHG reduction measure would align with Goal 15 in the Resource Conservation and Sustainability Element of the Vista General Plan 2030, which aims to reduce the amount of solid waste generated and diverted to landfills. In addition, Measure W-1 would comply with AB 939, which calls for a 50 percent diversion rate, and AB 341, which has a statewide waste diversion goal of 75 percent for businesses by 2020. Implementation of the 2019 CAP would reduce solid waste in the city. Impacts would be less than significant.

XIX. Wildfire <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Very High Fire Hazard Severity Zones are identified within city limits and the SOI boundary in the northeast, east, south, and southwest areas of the city. Therefore, this IS/ND includes an analysis of the project's wildfire impacts.

a. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and does not propose any site-specific development. The 2019 CAP includes GHG reduction measures that would result in the construction of new bicycle infrastructure (Measure T-5) could alter existing roadways that serve as emergency access routes, which would have the potential to impair adopted Emergency Response Plans. The Public Safety, Facilities, and Services Element of the Vista General Plan 2030 includes policies to enforce the existing regulations and requirements for all development and redevelopment activities regarding Emergency Response Plans, development within airport influence areas, and future projects within high fire risk areas. However, the city has not adopted a specific Emergency Response Plan. As discussed in Section XVII, Transportation, Criterion (d), there are no goals or policies in the 2019 CAP, including Measures T-5 and T-6, that would, on a programmatic level, substantially increase hazards due to a design feature or incompatible use or result in inadequate emergency access. Furthermore, the 2019 CAP includes Adaptation Strategy 4, Prepare for Increased Wildfire Risk, to prepare for increased wildfire risk. Specifically, Measure Fire-1 to explore the use of a new coordinated community alert/notification system for wildfires would aid in emergency response planning. Under Measure Fire-4, the city would continue to implement the San Diego County Multi-Jurisdictional Hazard Mitigation Plan and identify new strategies to explore in the next update. Therefore, the

proposed 2019 CAP would not physically interfere an adopted Emergency Response Plan or Emergency Evacuation Plan, and impacts would be less than significant.

b–d. LESS THAN SIGNIFICANT IMPACT. The 2019 CAP is a policy document containing goals, actions, and GHG reduction measures as well as adaptation measures that are intended to reduce the impact of climate change on the city and its residents. The 2019 CAP would not accommodate growth beyond that anticipated by the Vista General Plan 2030 nor does it propose any development projects that would increase wildfire risk due to slope, prevailing winds, or through the instillation or maintenance of supporting infrastructure. Additionally, as a policy document, it does not propose any development projects that would expose people or structures to downstream flooding or landslides. For specific projects initiated under these measures, the city's development review process and the preparation of CEQA compliance documents would ensure that potential impacts would be mitigated to less than significant levels, including wildfire impacts. Furthermore, the 2019 CAP includes Adaptation Strategy 4, which includes five measures aimed at mitigating, or reducing the threat of, potential future fires that are likely to increase in frequency and severity due to climate change. Therefore, the 2019 CAP would not exacerbate wildfire risk or increase exposure to downstream flooding or landslides.

XX. Mandatory Finding of Significance	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 type="checkbox"/>	<input checked="" 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 considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. The intent of the 2019 CAP is to reduce GHG emissions from the city operations and within the city through implementation of GHG reduction actions and supporting measures. The 2019 CAP strategies and measures are consistent with the Vista General Plan 2030 and encourage actions by residents, businesses, and the city to reduce energy, water, and fuel use, as well as the associated GHG emissions. The 2019 CAP would not facilitate any development that would diminish wildlife habitats or eliminate important examples of the major periods of California history or prehistory. As discussed in Sections IV, Biological Resources, and V, Cultural and Tribal Resources, impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. Implementation of the 2019 CAP would result in a cumulatively considerable beneficial reduction of GHG emissions and would not facilitate any development that would make a considerable contribution to any significant cumulative impacts. To the contrary, as discussed throughout this IS/ND, implementation of the 2019 CAP would be consistent with many Vista General Plan 2030 policies aimed at reducing emissions of GHGs and air pollutants, reducing vehicle trips and VMT, reducing demands on utilities and service systems, and preserving biological, cultural, and other resources. The 2019 CAP would not make a substantial contribution to any cumulative impacts related to growth in accordance with the Vista General Plan 2030.

C. LESS THAN SIGNIFICANT IMPACT.

The 2019 CAP does not have any effects that would cause a direct or indirect adverse effect on human beings. Rather, as discussed throughout this IS/ND, the 2019 CAP would serve as a pathway to reduce GHG emissions and has many other positive environmental effects. These include reduction in air pollution, reduction in transportation congestion, reduction in solid waste sent to a landfills, energy efficiency, alternative fuel use, and carbon sequestration. Therefore, 2019 CAP implementation would have less than significant impacts with respect to adverse effects on humans.

Chapter 4**REFERENCES AND LIST OF PREPARERS****References**

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

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EPIC. 2019. Methods for Estimating Greenhouse Gas Emissions Reductions in the Vista Climate Action Plan. Prepared for the City of Vista.

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Individuals and Organizations Consulted

City of Vista

- John Conley, AICP, Director of Community Development

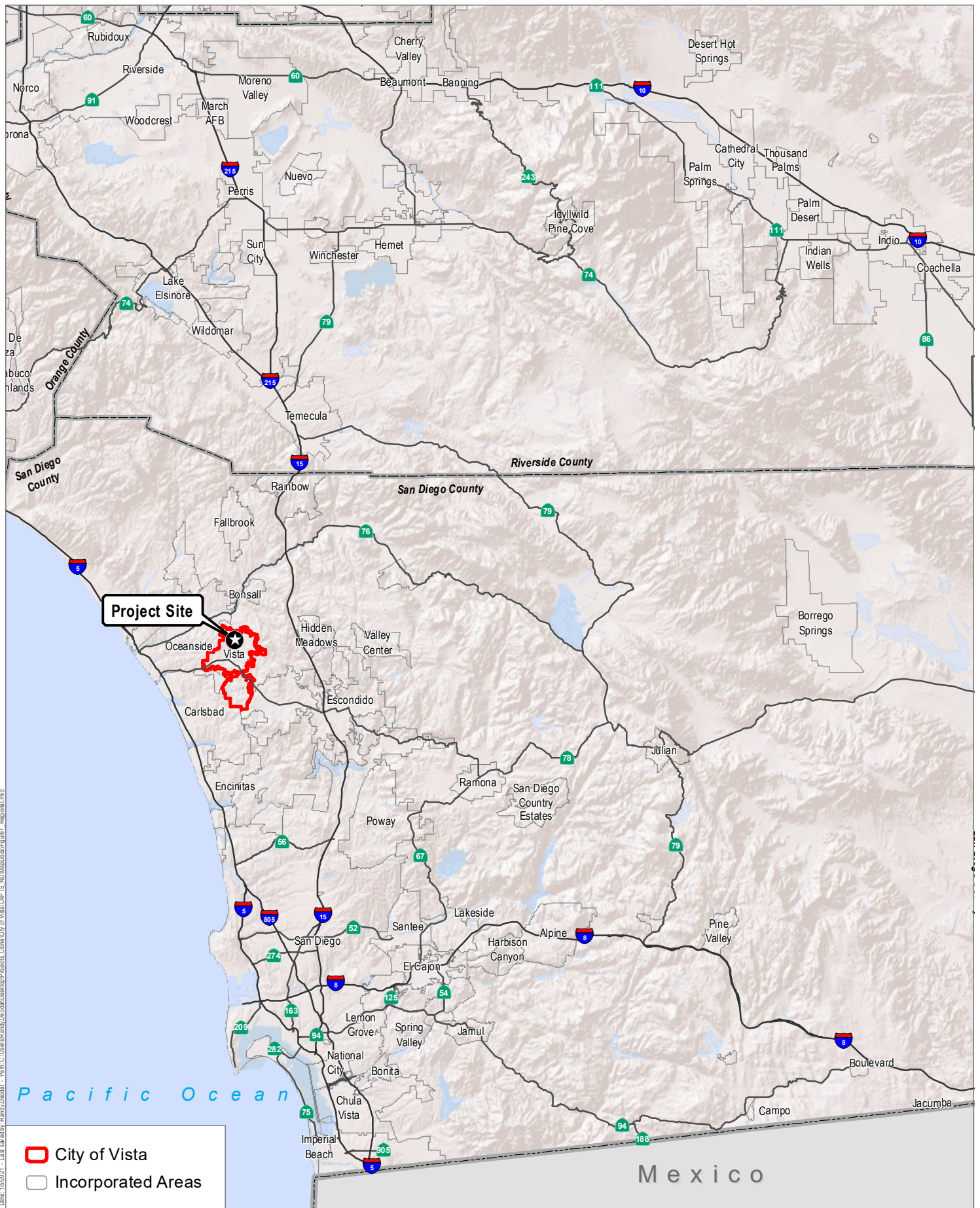
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Attachment A – Figures

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Source: SanGIS 2020; ESRI 2021.

Figure 1

Regional Location

City of Vista 2019 Climate Action Plan

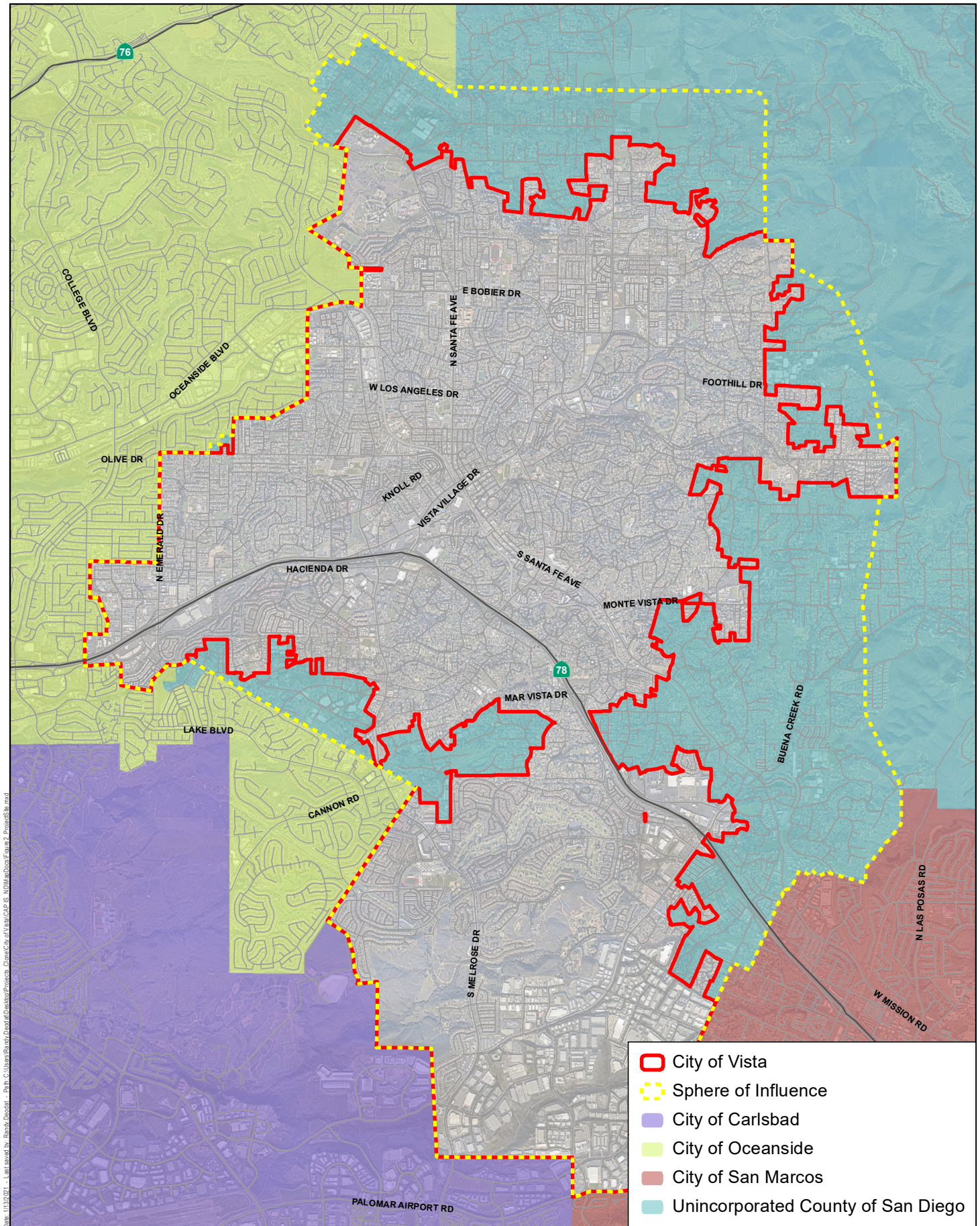


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Source: SanGIS Imagery 2019.



Harris & Associates

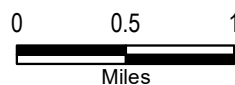


Figure 2

Project Site

City of Vista 2019 Climate Action Plan

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