



DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION P21-0339

Project Name: 1430 Decision Street Redevelopment Project

Project Location: 1430 Decision Street, at the southwest corner of the intersection of Decision Street and Scott Street, and adjacent to Business Park Drive on the west, within the city of Vista.

APN: 219-011-88

Project Applicant: LBA Realty/LBA Logistics
Glen Allen
1430 Decision Street
Vista, CA. 92081
714-975-7676

Lead Agency: City of Vista
Community Development Department, Planning Division
200 Civic Center Drive
Vista, California 92084
Christopher Winters, Senior Planner
(760) 643-5394

Public Review Period: March 24, 2023 to April 12, 2023

This Draft Initial Study/Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). It is available for a 20-day public review period as shown above. Comments regarding this document should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment that may result from the proposed project, and the ways in which any significant effects are avoided or mitigated. All comments must be made in writing and addressed to Mr. Christopher Winters, Senior Planner, City of Vista Planning Division, 200 Civic Center Drive, Vista, California 92084. Comments may be sent by e-mail to: cwinters@cityofvista.com. Comments must be received in the Planning Division office no later than 5:00 P.M. on the last day of the public review period noted above.

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INTRODUCTION

CEQA Overview

The City of Vista (COV) Planning Division has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental consequences associated with the proposed 1430 Decision Street Redevelopment Project (“project”). As part of the permitting process, the proposed project is required to undergo an environmental review pursuant to 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 an Environmental Impact Report (EIR), Negative Declaration (ND), or a Mitigated Negative Declaration (MND) is needed. The COV’s Planning Division is the lead agency for the proposed project under CEQA, and per State CEQA Guidelines Section 15070 has determined that an MND would be prepared. A description of the proposed project is found in Chapter 2 of this document.

Authority

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

Scope

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

- aesthetics
- agriculture and forest resources
- air quality
- biological resources
- cultural and tribal cultural resources
- energy
- geology and soils
- greenhouse gas emissions
- hazards and hazardous materials
- hydrology and water quality
- land use 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

The proposed 1430 Decision Street Light Industrial project (Project or project) involves the approval of a Site Development Plan (SDP) to allow demolition of an existing, vacant two-story, 98,000 square foot (SF) commercial office building and related infrastructure and redevelopment of the site with a 123,705 SF light industrial building and 175-space parking lot. Additional project elements include recycling of the existing onsite parking lot pavements and portions of the existing concrete building walls and reuse in the new structure with new underground utilities, and landscaping. The proposed site redevelopment project would encompass the entire parcel which is located within the existing Vista Business Park Specific Plan area in the southern part of the City. The site is within a developed industrial and commercial area in the southern portion of Vista (see Figure 1- City Location Map in Attachment A). Specifically, the property is located at 1430 Decision Street, and is bounded by Business Park Drive on the west, Scott Street on the north and Decision Street on the east between Sycamore Avenue to the north and San Marcos Boulevard/Palomar Airport Road to the south in the city of Vista (see Figure 2 – Aerial Photo of Existing Property and Surrounding Land Uses in Attachment A).

The proposed project would be located on an approximately 7.81-acre project site (APN: 219-011-88) owned by LBA Realty/LBA Logistics. The parcel is bounded by Business Park Drive to the west, Scott Street to the north and Decision Street to east and is surrounded by similar industrial and commercial properties to the north, south, east, and west. The project site is currently occupied by a vacant two-story 98,000 SF commercial building located on the northwest portion of the parcel with an asphalt concrete (AC) paved parking lot, and landscaped areas located on the remainder of the parcel. The existing developed center of the site is relatively flat however ground elevations onsite gently slope upward from approximately 450 feet at the northwest corner of the site to 550 feet above mean sea level (AMSL) at the southeast corner of the site.

The site has a *General Plan 2030 Update (GP 2030)* (City of Vista, 2012a) land use designation of RLI (Research Light Industrial) and a zoning designation of SPI (Specific Plan Implementation) and is identified as being within the Vista Business Park Specific Plan. The City's General Plan also identifies the site as being within a "redevelopment area" and a SANDAG smart growth area.

Business Park Drive, which is adjacent to the subject property on the west, is classified as a four-lane collector according to the COV Circulation Element. In the project vicinity, the roadway is currently built as a 4-lane undivided collector. Scott Street and Decision Street, which are also adjacent to the project site, are undesignated roadways within the COV Circulation Element.

Existing Environmental Setting

CITY OF VISTA

The City of Vista is a largely built-out, predominantly low-density residential community located approximately seven miles inland from the Pacific Ocean in northern San Diego County. Clusters of urbanizing higher density areas are scattered throughout the central portion of the city and along arterial roads. Vista is located in the rolling topography of the western foothills of the San Marcos Mountains, with elevations ranging from approximately 200 feet to about 750 feet AMSL. Pleasant views are found from various points throughout the city with some higher elevations offering captivating vistas of the Pacific Ocean to the west. In addition

to the pleasing topography of the mountains and hills, the City is lushly vegetated from the low-level creek beds to the steep slopes of the foothills, which also contributes to the overall beauty of the community. The city also has two major creeks that flow through its boundaries, Buena Vista Creek and Agua Hedionda Creek.

PROJECT SITE

The project site consists of a single parcel which is 7.81 gross acres in size. The project site is located in the southern part of the City (see Figure 1) and is currently occupied by an existing, vacant two-story 98,000 SF commercial office building. The existing building was constructed approximately 15 years ago for the specific use as a commercial office building. The property owner, LBA Realty, is also the applicant for the proposed site redevelopment project. The existing site and building footprint are shown in Figure 2 – Aerial Photo of Existing Property and Surrounding Land Uses in Attachment A.

The project site ground elevation ranges from a low of approximately 450 feet to a high of 550 feet AMSL which slopes upward in elevation from the northwest to the southeast. The entire parcel, including the area where the proposed new building and parking lot would be located, has been previously graded and is relatively flat according to the Preliminary Hydrology Study (*Hydrology Report*) prepared in 2021 for the project site by Excel Engineering Inc. (Excel, 2021a).

The present site configuration, consist of a relatively level building pad bordered by fill slopes descending to the west, north and northeast. The fill slopes have a gradient of about 2:1 (horizontal to vertical). The site is bordered at the south and southeast by cut slopes with a gradient of about 2:1 (horizontal to vertical) which slope upward in elevation. The existing onsite parking lot drainage stormwater flows to the existing storm drain system located in Business Park Drive.

The existing impervious coverage of the project site is 7.07 acres which represents approximately 89 percent of the site, according to the 2021 Hydrology Report (Excel, 2021a). Access to and from the site is provided via two driveways from Decision Street as shown in the aerial photos in Figures 2 and 3, in Attachment A.

Hydrologically, the project site is situated within the Agua Hedionda - Los Manos Hydrologic Subarea (HSA 904.31) of the Carlsbad Hydrologic Unit (HU) (904.0). According to the SWQMP (Excel, 2021b), in the existing condition the site contains mostly impervious surfaces such as the building footprint and parking lot with no apparent water quality system in place. Stormwater travels south westerly overland flow over parking and other impervious surfaces until it reaches either a grated inlet or a curb inlet. According to the Hydrology Report prepared for the project (Excel, 2021a), groundwater is greater than 20 feet below the ground surface. Additional information on this topic can be found in Section X - Hydrology and Water Quality in Chapter 3 of this document.

Surrounding Land Uses

The project site is located within Vista Business Park Specific Plan (zoned SPI) in the southern part of the City (see Figure 2 – Aerial Photo of Existing Property and Surrounding Land Uses in Attachment A). All parcels of land adjacent to the project are also within the Vista Business Park Specific Plan. Immediately surrounding land uses consist of a mixture of light industrial and commercial uses to the south, north, east, and west of the project site.

The closest existing public school to the site is the Rancho Buena Vista High School, located approximately 3.1 miles northwest of the site at 1601 Longhorn Drive. The closest fire station to the project site is located approximately 2 miles to the northwest of the site at 2009 S. Melrose Drive and is Vista Fire Station No. 5. The closest police station is the San Diego County Sheriff's Office located at 325 South Melrose Drive. Agua Hedionda Creek is located approximately one-half mile north of the site, respectively. North County Transit

District's Sprinter station at the Vista Transit Center is located approximately 4 miles to the northwest, and the McClellan Palomar Airport is located approximately 2.5 miles to the west. The project site is located within the service areas of the COV sewer system, and the Vista Irrigation District (VID).

Proposed Project Description

The applicant seeks approval of an SDP to construct a new two-story tilt up concrete light industrial building located at 1430 Decision Street in Vista, CA., APN: 219-011-88-00. The proposed scope of work would include demolition of the existing 98,000 SF commercial office building and construction of a new 123,705 SF light industrial building.

The new building will be a fully sprinklered, warm shell space with 5,400 SF of mezzanine with a 10,000 SF office. The new building would not be a refrigerated or cold storage warehouse. The roof structure of the new industrial building will consist of a wood panelized hybrid system consisting of plywood supported by wood purlins and open web steel joists. The exterior walls will be load bearing concrete tilt-up. The lateral system will be concrete tilt-up shear walls. The building will be built on conventional pad footings, continuous footings, and a non-structural slab on grade. Parking on site will include 175 spaces with 6 spaces being designated as ADA compliant.

The proposed project includes demolition of all existing structures onsite, and the applicant is proposing to reuse some of the materials including asphalt/paving and some of the existing concrete tilt up panels onsite in an effort to develop a building that is rated through the U.S. Green Building Council (USGBC) as Leadership in Energy and Environmental Design (LEED) certified. The Project applicant has included the use of low VOC architectural coatings for the building exterior and interior as a Project design measure (50 grams per liter (g/l) of VOC or less), which shall be a condition of Project approval.

To achieve LEED certification, a project earns points by adhering to prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health and indoor environmental quality. Projects go through a verification and review process by GBCI and are awarded points that correspond to a level of LEED certification.

The Project includes demolition of the existing, two-story office building. The demolition will consist of demolishing the existing structure in place, utilizing traditional construction equipment. No explosives will be used in this process. Prior to demolition, any asbestos containing materials (ACM), lead-based paint (LBP), oil and hydraulic fluid, will be removed and recycled or disposed of in conformance with all applicable State and Federal laws. Prior to demotion, all reusable fixtures and fittings will be removed for re-purposing or re-use.

The existing concrete floors, building walls, onsite concrete and asphalt will be crushed on site and will be reused and recycled for use in the new structure. This effort is intended to reduce the use of new building materials and the associated greenhouse gas emissions related to transportation of heavy building materials. Steel, copper and aluminum recovered during the demolition process will be fully recycled through a City-approved, recognized recycling processor. Where possible, all other building materials will be recycled.

As part of this project, associated storm water improvements will include a biofiltration basin located at the southwest corner of the project site. At the east side of the biofiltration basin, five barrels of 48" storage pipe (242 ft in length) will each be connected with the biofiltration basin to incorporate the collection of storm water from the building and the parking lot and direct the storm water through a storm water drainage pipe to point of compliance (POC), which is located at the west side of the project site. The tributary offsite area is located at the southeast corner of the site with approximately 1.97 acres total. The offsite will drain from

the southern portion of the site, captured and conveyed underground through a pipe to discharge at the POC. All necessary utilities (storm, sewer, water, etc.) would be installed as part of the project.

The new industrial building would be approximately 123,705 total SF in size (See Figure 4 - Proposed Site Plan in Attachment A). A total of 6.91 acres of the 7.81 acres of the site would be disturbed / redeveloped as part of this project.

As a redevelopment project, the proposed new industrial building will replace an existing commercial office building. According to the traffic analysis project impact form, the proposed project has a lower vehicle trip generation rate compared to the existing land use. As a result, the project will generate fewer vehicle trips compared to existing conditions, therefore, no additional vehicle trips would be generated by project operations once the construction phase is complete.

The required discretionary approval is described below:

- Site Development Plan: Per Chapter 18.64 in the Vista Development Code, this plan is required for determining project consistency with the City's GP 2030, Zoning Code, Vista Business Park Specific Plan development standards, design guidelines, etc.

Overall Site Plan

The proposed project is a new light industrial use and is consistent with the existing underlying General Plan land use classification and underlying zoning and Specific Plan designation as well as surrounding industrial and commercial land uses. The project site is located within the boundaries of the Vista Business Park Specific Plan and light industrial/warehouse/storage is an allowable use. The site has a General Plan 2030 Update (GP 2030) (City of Vista, 2012a) land use designation of RLI (Research Light Industrial) and a zoning designation of SPI (Specific Plan Implementation) and is identified as being within the Vista Business Park Specific Plan. The City's General Plan also identifies the site as being within a "redevelopment area" and a SANDAG smart growth area (see Section XI. Land Use and Planning for additional information). Development of the project has been designed to be consistent with all height, setback and other development standards associated with Vista Business Park Specific Plan development standards and requirements (see Figure 5, Example of Proposed Building Elevation in Attachment A). The project would utilize a conventional slab-on-grade foundation. Access to the site would be provided from Decision Street. A second point of ingress/egress would be added to the eastern portion of the site and would connect with Decision Street as shown in Figure 4, Proposed Site Plan, in Attachment A.

The project would be developed in a single phase. In general, site redevelopment would consist of demolition of all onsite structures. Remedial grading is proposed in the amount of approximately 25,000 cubic yards of cut and fill and would be balanced onsite. No soil import or export is proposed. After grading is complete, wet and dry utilities and operational equipment would be installed.

The final phase of project construction would be building construction and paving. The new building would be founded on conventional shallow, spread footings. Project construction would take a total of approximately 13 months and is anticipated to be completed in Spring 2024 according to the Applicant.

SITE DEVELOPMENT

Overall project development includes the following discrete tasks, and overlapping tasks:

- Mobilization
- Erosion Control
- Demolition

- Remedial Grading / Backfill for Storm Sewer, Sanitary Sewer
- Installation of Electrical Underground, Site Lighting, Grounding, Footings, Foundations
- Construct Building Shell and Roof
- Interior Buildout of Mechanical, Electrical, Fire, Building Automation Systems (BAS)
- Paving – Patching, Berms, Overlay Striping
- Landscaping
- Substantial Completion

Demolition

The demolition phase of the Project includes demolition of the existing, two-story office building structure in place, utilizing traditional construction equipment. Prior to demolition, any ACM, LBP, oil and hydraulic fluid, will be removed and recycled or disposed of in conformance with all applicable State and Federal laws. Prior to demolition, all reusable fixtures and fittings will be removed for re-purposing or re-use.

The existing concrete floors, building walls, onsite concrete and asphalt will be crushed on site and will be reused and recycled for use in the new structure. Steel, copper and aluminum recovered during the demolition process will be recycled through a City-approved, recognized recycling processor.

Excavation, Grading and Compaction

The second stage of development is expected to consist of grading and re-compaction of the project site. Preliminary calculations of the overall grading of the project site are estimated of approximately 25,000 cubic yards of cut and fill material and would be balanced onsite.

The site is generally flat. Currently the high point on the site is 550 AMSL. Temporary and permanent erosion control measures, such as vegetative protection, are required for any cut and fill slopes as detailed in Sections 17.56.280 (F), 17.56.290 (J), and 17.56.330 of the COV's Development Code. See Sections VII. Geology and Soils and X. Hydrology and Water Quality for additional discussion of these issues.

Wet & Dry Utilities

The third stage of site development is anticipated to include the installation of wet and dry utilities, and construction of the retaining walls. The Vista Fire Department (VFD) would verify the final locations of all required fire safety elements during review of the precise grading plans.

According to the SWQMP (Excel, 2021b), the proposed drainage plan would not significantly alter the existing on-site flow patterns. The sizing of the proposed storm drain considers the 100-year peak flow of the site and the new building. Runoff would be collected from the roof areas of the proposed building by roof drains and discharged to the surface. As part of this project, associated improvements will include a biofiltration basin located at the south-west corner of the project site and site landscaping. The runoff would be attenuated for 100-year peak flow before entering the storm drain system to maintain pre-developed runoff characteristics.

Rainfall runoff on the project site would be collected by a system of curb and gutter, overside drains, grated inlets, and storm drains which has been designed per the guidelines of the County of San Diego Hydrology Manual and Drainage Design Manual. As part of this project, associated improvements will include a biofiltration basin located at the south-west corner of the project site to detain flows to the pre-development level for the 100-year storm. The biofiltration basin would closely match the existing conditions for the 100-year storms. The runoff rate comparison from pre-development to post-development shows a decrease in flow on-site due to the installation of the biofiltration system in the post development condition. See Section

X. Hydrology and Water Quality for additional discussion and information on drainage improvements and water quality treatment.

Building Construction

The project includes the construction of a single story, constructed with concrete tilt-up panels that would be a total of 123,705 SF in size with a maximum height of 45 feet above grade when complete. Architectural design of the building would be similar to the existing light industrial buildings in the area and is shown in the building elevations (see Figure 5 in Attachment A). It is anticipated that the structure would be founded on conventional continuous, isolated spread foundations or appropriate combinations thereof with slab-on-grade. The building would be constructed per the requirements of the California Building Code (CBC) that is in effect at the time building plans are submitted for permit approvals.

Architectural finishes for the new building are shown in Figure 5 (Attachment A) and include both painted and unpainted concrete tilt up panels. New windows and clerestory elements are proposed, and all doors would be insulated hollow metal. The new floor system would be reinforced concrete slab on grade.

LANDSCAPING

The final stage of site redevelopment would be the installation of landscaping. Onsite landscaping would consist of 46,255 SF of landscaped areas around the building perimeter, parking lot areas and site perimeter. The Landscape plan for the project site includes a mixture of trees, shrubs and groundcovers. Trees to be planted onsite include 28, 36-inch box trees, 26, 24-inch box trees and a variety of additional 15-gallon and five-gallon trees.

The overall landscape concept plan for the proposed project would consist of a variety of native and non-native evergreen and deciduous trees, shrubs, and groundcover that would be planted on site to provide shade, color, and visual integration with the surrounding landscape and on-site architecture (see Figure 6 - Proposed Landscape Plan in Attachment A). Planting within the biofiltration basin is required to assist in the holding and treatment of storm water runoff.

Plant selection is based on the Water Efficient Landscaping Ordinance in the COV's Development Code, Chapter 18.56. All the proposed plant species would be drought tolerant and require low to moderate water use. The Maximum Applied Water Allowance for the proposed project (MAWA) and the Estimated Total Water Use (ETWU) is detailed in Table 2-2 Landscape Water Requirements, below.

As shown in Table 2-2 Landscape Water Requirements, the total ETWU for the proposed landscape plan would be 637,960.72 gallons per year, some 20,136.37 gallons per year less than the MAWA

TABLE 2-2 LANDSCAPE WATER REQUIREMENTS

The project's Estimated Total Water Use is calculated using the following formula:

$$ETWU = (ETo)(0.62) \left(\frac{PF \times HA}{IE} + SLA \right)$$

HA = Hydrozone Area (square feet): Define hydrozones by water use: very low, low, moderate and high
 SLA = Special Landscape Area (square feet): Edible plants, irrigated with recycled water, & turf used for active play
 0.62 = Conversion Factor (to gallons per square foot)
 IE = Irrigation Efficiency (minimum 0.71)

ETWU = Estimated total water use per year (gallons per year)
 ETo = Evapotranspiration rate (inches per year)
 PF = Plant Factor from WUCOLS (see Definitions)

	Line	Hydrozone Number (1 - 4 with SLA Zone Below – use as many tables as necessary to complete all hydrozones)				
		1	2	3	4	SLA
Evapotranspiration Rate (ETo)* 51.1 for Vista area	1	51.1				
Conversion Factor - .62	2	0.62				
(Line 1 x Line 2)	3	31.682				
Plant Factor (PF)** (0.1 - 0.8)	4	0.3	0.6	0.0	0.1	
Hydrozone Area (HA) - in square feet	5	1,560	1,040	0.0	0.0	0
(Line 4 x Line 5)	6	468	624	0.0	0.0	
Irrigation Efficiency (IE)***	7	.75	.75	0.0	0.0	
(Line 6 ÷ Line 7)	8	624	832	0.0	0.0	
TOTAL all Line 8s + SLA)	9	20,136.37				
Line 3 x Line 9 Estimated Total Water Use - ETWU (gallons per year) Total shall not exceed MAWA below	10	637,960.72				
*ETo= Evapotranspiration rate = 51.1 for Vista, CA Average calculated from values in State Model Water Efficiency Landscape Ordinance (MWELO) - Appendix A	** PF - Plant Factor (Water Use) – from WUCOLS Select based on type of plants in hydrozone: <i>0.1 = VLW - Very Low Water Use Plants</i> <i>0.3 = LW - Low Water Use Plants</i> <i>0.6 = MW - Moderate Water Use Plants</i> <i>1.0 = HW - High Water Use Plants</i>			***IE – Irrigation Efficiency Spray = 0.55 MP Rotators = 0.75 Rotor = 0.70 Bubbler = 0.75 Drip & Micro-spray = 0.81 A different IE may be used if supported by documentation subject to approval by the City Planner		

MAXIMUM APPLIED WATER USE (MAWA) calculation (ETAF Evapotranspiration adjustment factor: .55)

$$(31.682) (0.55 \times 46,255) (ETAF \times 0) =$$

Total Landscape Area

Total SLA

MAWA 659,452.9150

Source: Landscaping Plan Set, Sheet L3.00, January 2022

ADDITIONAL APPROVALS

Besides review under CEQA, the applicant and/or contractor of the proposed project would be required to obtain the following additional approvals and/or permits from the COV: Grading Permit and Building Permit. These approvals require meeting certain Conditions of Approval prior to obtaining the required permits. Other public agency approvals are cited on page 3-1.

TRIBAL CONSULTATION

California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to CEQA Statute § 21080.3.1. COV staff conducted notification and consultation with these Tribes per the requirements of CEQA Statute § 21080.3.2. The mitigation measures in Section V. Cultural Resources were a result of the consultation process.

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

PROJECT TITLE:	1430 Decision Street Project
LEAD AGENCY NAME AND ADDRESS:	City of Vista Community Development Department Planning Division 200 Civic Center Drive Vista, California 92084
CONTACT PERSON:	Chris Winters, Senior Planner (760) 643-5394 cwinters@cityofvista.com
PROJECT LOCATION:	1430 Decision Street, at the southwest corner of the intersection of Decision Street and Scott Street, and adjacent to Business Park Drive on the west, within the City of Vista.
PROJECT APPLICANT:	Glen Allen LBA Realty / LBA Logistics 1430 Decision Street Vista, CA. 92081 714-975-7676
GENERAL PLAN DESIGNATION:	Existing & Proposed – Research Light Industrial (RLI)
ZONING DESIGNATION:	Existing & Proposed – SPI (Specific Plan Implementation)
DESCRIPTION OF PROJECT:	See Chapter 2, Proposed Project Description.
SURROUNDING LAND USES AND SETTING:	See Chapter 2, Proposed Project Description.
OTHER PUBLIC AGENCY APPROVALS:	Submittal of a Notice of Intent (NOI) to the Regional Water Quality Control Board (RWQCB) and preparation of a Storm Water Quality Management Plan (SWQMP) for a Priority Redevelopment Project in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit.

Environmental Factors Potentially Affected

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

ENVIRONMENTAL DETERMINATION

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

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

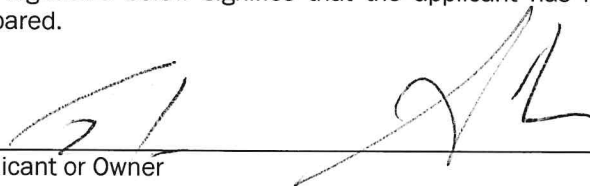


City of Vista

2/20/2023

Date

The signature below signifies that the applicant has read and accepts the Mitigated Negative Declaration as prepared.



Applicant or Owner

Date

3/18/23

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. 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?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

DISCUSSION

a - b. NO IMPACT. Visual resources can be valued both objectively and subjectively based on their uniqueness, prominence, quality, relationship to community identity, and economic contributions, such as to land values and tourism. Visual resources are important from an aesthetic perspective when, based on the characteristics listed above, they are identified as containing significant scenic value. Within this understanding, a scenic vista can be defined as the public view of an area that is visually or aesthetically unique, such as a valley or a mountain range. A review of the San Luis Rey and San Marcos USGS maps of the project area, as well as the review of General Plan of Vista, and County of San Diego did not identify a scenic vista that could be viewed within the project area (i.e., adjacent to the project site). As a result, the construction of the proposed project would not result in significant impacts on a scenic vista.

The proposed project would not substantially damage scenic resources or historic buildings within a state scenic highway. The existing project site (see Figure 1 – City Location Map in Attachment A) is located in a developed area of the city adjacent to Business Park Drive, which is not identified as a state scenic highway. Consequently, project implementation would not substantially damage scenic resources, and significant impacts would not occur.

C. LESS THAN SIGNIFICANT IMPACT. The proposed project would not substantially degrade the existing visual character or quality of the project site or surroundings. The visual character of the existing site is defined by the existing commercial building on-site, paved parking lot and landscaping. The visual character of the immediately surrounding area is largely defined by the industrial park and commercial land uses that surround the site.

As noted in the Proposed Project Description section in Chapter 2 of this document, the project would redevelop the existing site by removing the two-story office building and constructing a new light industrial building on-site. The building would be visually integrated with other site improvements including perimeter landscaping. A portion of the new building would be visible from the project frontage along Business Park Drive to the west. Although the proposed project would change the existing visual character of the site by removing the existing office building on-site and replacing it with a light industrial building, the proposed change would be in keeping with the surrounding character of the Vista Business Park Specific Plan area which contains similar industrial and commercial buildings. Accordingly, project implementation would result in less than significant impacts.

d. LESS THAN SIGNIFICANT IMPACT. The proposed project would not create a substantial source of light or glare according to the photometric plan prepared for the project. Construction of the project would include the installation of new lights placed adjacent to the new building as well as freestanding lighting around the site perimeter. Conditions of Approval would require that the new lights would be specified to match COV standards for lights in the Development Code (e.g., shielded and directed away from site boundaries, etc.). As a result, the installation of the new lighting would not create a significant, substantial source of light or glare within the project area. In addition, architectural plans for the building would be reviewed by the COV's Building Department and Planning Division prior to the issuance of a building permit, including whether the exterior building materials or exterior lights would produce substantial glare. Conformance with the Development Code, permit plan checks, and reviews by COV Staff would ensure that substantial lighting and glare impacts from project development would not be created. Therefore, significant impacts would not occur with project implementation.

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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

DISCUSSION

a - e. No IMPACT. The site has a General Plan 2030 Update (GP 2030) (City of Vista, 2012a) land use designation of RLI (Research Light Industrial) and a zoning designation of SPI (Specific Plan Implementation) and is identified as being within the Vista Business Park Specific Plan. The City's General Plan also identifies the site as being within a "redevelopment area" and a SANDAG smart growth area. The subject property is not identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the most recent maps of the California Department of Conservation's Farmland Mapping and Monitoring Program. The project site is located within an urbanized business park in the southern part of the City which supports similar light industrial and commercial uses. The project site is not located in an area designated as forest land or timberland, and it is not currently in active agricultural use, or under a Williamson Act contract. As a result, project development would not convert any farmland to non-agricultural use, or forest land to non-forest use, or conflict with existing agricultural, or timberland zoning or Williamson Act contracts. Therefore, implementation of the proposed project would not result in significant impacts to agricultural or forestry resources.

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?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the findings contained within the *Air Quality Technical Report, 1430 Decision Street Project, City of Vista (AQ Report)* (RCH Group [RCH], 2023) prepared for the project. This report is on file and available for review with the COV's Planning Division.

DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT. Projects that are consistent with existing General Plan documents, which are used to develop air emissions budgets for the purpose of air quality planning and attainment demonstrations, would be consistent with the San Diego Air Basin's air quality plans, including the Regional Air Quality Strategy (RAQS) and the State Implementation Plan (SIP). Both of these air quality plans contain strategies for the region to attain and maintain the ambient air quality standards. Provided a project proposes the same or less development as accounted for in the General Plan document, and provided the project is in compliance with 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 SIP.

The project proposes to replace the existing two-story building with an industrial building. As noted in the Project Description, the project would result in a reduction in vehicle trips because the existing use generates more vehicle trips than the proposed project. The project is consistent with the General Plan land use designation and the zoning designation. Therefore, the project would be consistent with the land use planning assumptions within the RAQS and SIP. The project would be required to comply with applicable SDAPCD Rules and Regulations. Therefore, this impact would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT. The project would generate air quality emissions during construction and operations. Air emissions were calculated using the California Emissions Estimator Model (CalEEMod) (South Coast Air Quality Management District [SCAQMD], 2021). CalEEMod is a tool used to estimate air emissions resulting from land development projects. The model generates emissions from two basic sources: construction and operational sources. SDAPCD significance thresholds for air quality impacts are shown in Table AQ-1 below.

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

Pollutant	Total Emissions		
	Construction Emissions		
	Pounds Per Day (lbs./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		
	lbs./hour	lbs./day	tons/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	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC) ²	---	137	15

Source: SDAPCD Rule 20.2

1. PM_{2.5} is not currently regulated under SDAPCD Rule 20.2. PM_{2.5} thresholds are based on SCAQMD significance thresholds of 55 lbs./day for construction and operation and 10 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

Construction-related activities are temporary, finite sources of air emissions. Typical sources of construction-related air emissions include:

- Exhaust from construction equipment and worker automobiles, delivery trucks, and material-hauling trucks.
- Fugitive dust from earthmoving activities and equipment travel on unpaved surfaces.
- Fugitive VOC emissions from architectural coating.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over unpaved surfaces, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and PM than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction

equipment includes dozers, graders, excavators, cranes, rollers, scrapers, backhoes, loaders, forklifts, generator sets, concrete/industrial saws, pavers/paving equipment, welders, and heavy trucks.

Demolition would be required to remove the existing structure onsite. Site preparation and grading activities would follow but would not require haul trucks for soil import/export (cut/fill would be balanced). Building construction would follow and would comprise most of the construction period. Paving and architectural coating phases would be the final construction phases. Emissions from construction of the Project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (SCAMQD, 2021). Default construction phase lengths provided in CalEEMod were modified according to the Project Applicant (See AQ Report).

The Project applicant has included the use of low VOC architectural coatings for the building exterior and interior as a Project design measure (100 grams per liter (g/L) of VOC or less), which shall be a condition of Project approval. This condition of Project approval would be implemented prior to issuance of the building permit for the Project, as the Applicant would submit the proposed building coating specifications to the City to ensure coating materials contain 100 g/L or less.

Table AQ-2 provides a summary of the emission estimates for construction of the project, as calculated with the CalEEMod. Refer to the AQ Report for detailed model output files. As shown in Table AQ-2, construction emissions would be below the significance thresholds for all construction phases and pollutants. Thus, project construction would result in a less-than- significant impact.

TABLE AQ-2 ESTIMATED CONSTRUCTION EMISSIONS

Emission Source	ROG ¹	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
lbs./day						
Demolition						
Fugitive Dust	-	-	-	-	3.26	0.49
Off-road Diesel	2.64	25.72	20.59	0.04	1.24	1.16
Haul Trucks	0.07	2.41	0.59	0.01	0.28	0.09
Worker Travel	0.04	0.03	0.39	0.00	0.12	0.03
TOTAL	2.75	28.16	21.57	0.05	4.91	1.78
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Site Preparation						
Fugitive Dust	-	-	-	-	19.66	10.10
Off-road Diesel	3.17	33.08	19.70	0.04	1.61	1.48
Worker Travel	0.05	0.03	0.47	0.00	0.15	0.04
TOTAL	3.22	33.12	20.16	0.04	21.42	11.63
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Grading						

Emission Source	ROG ¹	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Fugitive Dust	-	-	-	-	7.08	3.42
Off-road Diesel	1.95	20.86	15.27	0.03	0.94	0.87
Worker Travel	0.04	0.03	0.39	0.00	0.12	0.03
TOTAL	1.99	20.88	15.66	0.03	8.15	4.32
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Building Construction						
Off-road Diesel	1.71	15.62	16.36	0.03	0.81	0.76
Vendor Trucks	0.07	1.70	0.57	0.01	0.24	0.08
Worker Travel	0.24	0.15	2.10	0.01	0.67	0.18
TOTAL	2.01	17.47	19.03	0.04	1.71	1.02
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Paving						
Fugitive ROG	0.41	-	-	-	-	-
Off-road Diesel	1.03	10.19	14.58	0.02	0.51	0.47
Worker Trips	0.04	0.03	0.36	0.00	0.12	0.03
TOTAL	1.49	10.22	14.95	0.02	0.63	0.50
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Architectural Coating²						
Fugitive ROG	121.05	-	-	-	-	-
Off-road Diesel	0.19	1.30	1.81	0.00	0.07	0.07
Worker Trips	0.04	0.03	0.39	0.00	0.13	0.04
TOTAL	121.29	1.33	2.20	0.00	0.20	0.11
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Maximum Daily Emissions						
Maximum Daily Emissions	121.29	33.12	20.16	0.05	21.42	11.63
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No

Source: RCH, 2023

¹ CARB uses the term "reactive organic gases" (ROG) to measure organic gases, which is also contained in the CalEEMod results. The City of San Diego uses the term VOC ("volatile organic compounds") to describe organic gases in its Significance Determination Thresholds.

2 The Project applicant has included the use of low VOC architectural coatings for the building exterior and interior as a Project design measure (100 grams per liter (g/L) of VOC or less), which shall be a condition of Project approval.

OPERATION-RELATED EMISSIONS

Operation air quality emissions associated with the project were estimated for three categories of emissions: (1) Area sources, (2) energy sources, and (3) mobile sources. The project site currently generates air quality emissions associated with the existing two-story building. Therefore, this analysis assumes the existing baseline generates the air quality emissions for the existing operation onsite (Refer to AQ Report).

Emissions from operation of the project were estimated using the CalEEMod. The proposed warehouse building would not include refrigerated or cold storage space, which is why the land use classification of “Unrefrigerated Warehouse” was selected within CalEEMod to estimate emissions. Refer to the AQ Report for detailed model output files. As shown in Table AQ-3, net operational emissions (project minus baseline) from the project would be below the significance criteria for all pollutants. Thus, project operation would result in a less-than- significant impact.

TABLE AQ-3 ESTIMATED NET OPERATIONAL EMISSIONS

Emission Source	ROG	NO _x	CO	SO _x	PM ¹⁰	PM ^{2.5}
Summer, lbs./day						
Area Sources	0.68	0.00	-0.01	0.00	0.00	0.00
Energy Use	-0.03	-0.25	-0.21	0.00	-0.02	-0.02
Mobile Sources	0.15	0.26	2.36	0.01	0.67	0.18
Total	0.80	0.01	2.14	0.01	0.65	0.16
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Winter, lbs./day						
Area Sources	0.68	0.00	-0.01	0.00	0.00	0.00
Energy Use	-0.03	-0.25	-0.21	0.00	-0.02	-0.02
Mobile Sources	0.16	0.28	2.29	0.01	0.67	0.18
Total	0.81	0.03	2.07	0.00	0.65	0.16
Significance Criteria	137	250	550	250	100	55
Significant?	No	No	No	No	No	No
Annual, tons/year						
Area Sources	0.12	0.00	0.00	0.00	0.00	0.00
Energy Use	-0.01	-0.05	-0.04	0.00	0.00	0.00
Mobile Sources	0.03	0.05	0.41	0.00	0.11	0.03
Total	0.15	0.01	0.37	0.00	0.11	0.02
Significance Criteria	15	40	100	40	15	10
Significant?	No	No	No	No	No	No

Source: RCH, 2023

As indicated in Table AQ-2 and AQ-3, construction and operational emissions from the project would be below significance thresholds. Because the project's emissions are less than significance thresholds, 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. Impacts to sensitive receptors includes schools, hospitals, resident care facilities, daycare centers, residents, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

Construction of the project would result in temporary and minor emissions of toxic air contaminants (TACs) from construction equipment and heavy trucks. Operation of the project would utilize heavy trucks typical of industrial warehouse project. Off-road construction equipment would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation and heavy trucks would be regulated per the State's Truck and Bus Regulation. Furthermore, CARB's *Air Quality and Land Use Handbook* recommends a 1,000-foot separation between sensitive receptors and distribution centers (the most applicable source category to the Project) with more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week (CARB, 2005). The project is in an industrial area of the City and the nearest sensitive receptors are approximately 2,000 feet away. The Project would not include the use of TRUs and is far greater from sensitive receptors than CARB's recommended distance.

A health risk assessment (HRA) was completed analyzing both construction and operation of the Project. The construction and operational HRA was prepared in accordance with the requirements and recommendations of the Office of Environmental Health Hazard Assessment (OEHHA), CARB, California Air Pollution Control Officers Association (CAPCOA), and the SDAPCD to determine if significant health risks are likely to occur to existing residents and workers in the vicinity of the Project site. The HRA found that construction and operation of the Project would result in cancer risk and non-carcinogenic hazard risk well below SDAPCD health risk significance thresholds (see *Air Quality Report*). Thus, the project would result in a less-than-significant impact.

d. LESS THAN SIGNIFICANT IMPACT. During construction, diesel equipment operating at the site may generate some minor odors; however, due to the distance of sensitive receptors to the project site and the temporary nature of construction, odors associated with project construction would not be significant. The project does not propose sources of objectionable odors that would affect a substantial number of persons. Thus, the project would result in a less-than-significant impact.

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?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

DISCUSSION

a. - f. No IMPACT. As stated in the Existing Environmental Setting section in Chapter 2 of this document, the entire project site has been graded and is developed with an existing two-story commercial office building. There are no native habitats, wetlands or riparian corridors onsite.

The project site is not located within any known or reported local or regional wildlife corridors. The project site is located in a developed part of the city, which is part of the Vista Business Park Specific Plan, and does not serve as a wildlife corridor, or wildlife nursery site due to the lack of native vegetation. Common urban-adapted native species may use the site, but these effects would generally not be considered significant.

Vista has experienced a high degree of urbanization, and only a few areas of natural habitat (890.8 acres out of a total of 10,250.8 acres) remain within the city, with most concentrated along major watercourses such as Buena Vista Creek and Agua Hedionda Creek. Vegetation on the site is limited to ornamental species planted as part of the existing industrial building onsite and consists primarily of ornamental landscape species including trees and shrubs planted along the site perimeter and small landscaped areas within the existing parking lot. Therefore, implementation of the proposed project would not have any project-specific impacts on biological resources including sensitive habitats, plants and wildlife, or wildlife corridors.

The project site does not contain any biological resources that are protected by local policies such as a tree preservation policy or ordinance. In addition, although the City is not actively developing a MHCP Subarea Plan, per the GP 2030 Update all projects are required to comply with the standards and mitigation ratios of the MHCP. Consequently, implementation of the proposed development would not conflict with any local policies or ordinances protecting biological resources, and significant impacts would not occur with the development of the proposed project.

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 §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The discussion below is based on the findings contained within the Cultural Resources Study (Cultural Report) (Helix, November 2022) prepared for the proposed project. This report is on file and available for review with the COV's Planning Division.

DISCUSSION

a. No IMPACT. As part of the Cultural Report (Helix, 2022) prepared for the project, a record search of the California Historical Resources Information System (CHRIS) at the South Coastal Information Center (SCIC) on September 7, 2022. The records search covered a one-mile radius around the project area and included the identification of previously recorded cultural resources and locations and citations for previous cultural resources studies. A review of the California Historical Resources and the state Office of Historic Preservation (OHP) historic properties directories, and Local Register was also conducted. The records search results identified 63 previous cultural resource studies within the record search limits. Five of these previous studies overlap with the project area. The overlapping studies include a cultural resource evaluation, a cultural resource survey, a historic resource survey, and an archaeological resource survey with a supplement. None of these reports identified resources within the project area. Two of the studies consist of a historic buildings survey covering the entire City of Vista (Marben-Laird Associates 1987) and a cultural resources evaluation that did not include fieldwork but did cover the City in its entirety for the Vista/Buena Sanitation District Sewer Master Plan Update (Rosenburg et al. 2007). The Oak Ridge Business Park survey (Cardenas 1988) covered a small portion of the project area.

Various additional archival sources were also consulted, including historic topographic maps and aerial imagery. These include historic aerials from 1938, 1947, 1953, 1964, 1967, 1978, 1980, 1990, and 2002 (NETR Online 2022) and several historic USGS topographic maps, including the 1893 and 1901 San Luis Rey (1:62,500) and the 1948, 1968, and 1983 San Marcos (1:24,000) topographic maps. The purpose of this research was to identify past land use and the history of development in the area.

No buildings appear in the project area on any of the topographic maps referenced, however, a dirt road in the location of Business Park Drive is indicated beginning on the 1968 San Marcos map. Historic aerials

show the project area as undeveloped until 2002, while south of the project area was agricultural beginning in the 1938 aerials, which also show an associated home to the southeast until 1978.

As stated in the Existing Environmental Setting section in Chapter 2 of this document, according to the *Preliminary Hydrology Report* prepared for the project (Excel, 2021a), the present developed site configuration, consist of a relatively level building pad bordered by fill slopes descending to the west, north and northeast. The site is located within an urbanized portion of southern Vista and is within the boundaries of the Vista Business Park Specific Plan. The site is currently developed with an existing two-story commercial office building and parking lot, constructed approximately 22 years ago, and is fully disturbed. Based on the results of the *Cultural Report* (Helix, 2022), no impacts to historic properties per the NHPA or historical resources per CEQA have been identified for the site redevelopment project. As there are no historic structures onsite, implementation of the proposed project would have no impacts on historic resources.

b – d. Less Than Significant Impacts with Mitigation. HELIX contacted the Native American Heritage Commission (NAHC) on September 2, 2022 for a Sacred Lands File search and list of Native American contacts for the project area. The response, received on November 8, 2022, indicated that the Sacred Lands File search results were negative. Tribal consultation was also coordinated by the City per the requirements of AB 52, in December 2022.

A pedestrian survey of the project site was conducted on September 8, 2022, by HELIX Principal Investigator Mary Robbins-Wade and Native American monitor Rachel Smith from the Rincon Band of Luiseño Indians.

HELIX discussed the project and the cultural sensitivity of the project vicinity with Rincon and the San Luis Rey Band of Mission Indians in order to address potential tribal cultural resource concerns. NAHC correspondence is included as Appendix C (confidential appendices, bound separately).

The SCIC has a record of 40 previously recorded cultural resources within a one-mile radius of the project, but none have been recorded within the project area according to the *Cultural Report* (Helix, 2022). In general, the sites recorded within the one-mile search radius consist of prehistoric resources consisting of artifact scatters, two trails, and two habitation sites, as well as historic resources comprised of two homesteads, a historic orchard, a historic foundation, and a transmission line. The site nearest the project area, CA-SDI-11037, was recorded in 1988 as a small surface artifact scatter with flakes, a scraper, a core, and a biface fragment, as well as possible cobble hearths. The sites in the records search radius tend to be located in ridge fingers or on terraces overlooking drainages and/or canyons.

Due to the steepness of the slopes, as well as landscaping and the presence of hardscape over the vast majority of the project site, parallel transects were not possible. The project area is completely developed with an existing building and parking lot. The eastern and southern slopes are mainly steep and landscaped, with patches of open ground that were walked to examine the ground surface. The western and northern edges of the project are also landscaped, and open areas were walked as much as possible to examine the ground surface. Along the western and northern project areas, the cleared area at the top the slope was walked; on the northern boundary, some other cleared areas were present that were checked as well.

No cultural material was observed within the archaeological survey area; however, as noted above, the project area is completely developed with an existing commercial office building that was constructed in 2000, and associated parking area and landscaping. One fragment of weathered marine shell was observed near a dumpster enclosure in the southwestern corner of the project area. The single fragment of shell was in an extremely disturbed context, and its original provenience is unknown; it may be related to artificial fills brought to the project site.

IMPACTS ON ARCHEOLOGICAL RESOURCES AND TRIBAL CULTURAL RESOURCES

As part of the preparation of the *Cultural Report* (Helix, 2022) prepared for the project, the Native American Heritage Commission (NAHC) was contacted on September 2, 2022 for a Sacred Lands File search and list

of Native American contacts for the project area. The response, received on November 8, 2022, indicated that the Sacred Lands File search results were negative. Helix personnel discussed the project and the cultural sensitivity of the project vicinity with Rincon and the San Luis Rey Band of Mission Indians to address potential tribal cultural resource concerns.

Helix Principal Investigator Mary Robbins-Wade spoke with Cami Mojado, the Cultural Resources Director of the San Luis Rey Band, regarding the project on October 7, 2022. Ms. Mojado noted that the San Luis Rey Band is aware of numerous cultural resources and archaeological sites in the vicinity of the project, but the past grading of the project site decreases the potential for cultural resources to be present. Nonetheless, Ms. Mojado recommended monitoring of initial grading for the project to ascertain that cultural resources were not present. Ms. Robbins-Wade spoke with Cheryl Madrigal, Rincon Tribal Historic Preservation Officer, on October 24, 2022. Ms. Madrigal also noted the proximity of known cultural resources and the fact that a fragment of marine shell was observed during the field survey; the shell was in a disturbed context, but its presence is indicative of the presence of cultural material in the area in the past. Ms. Madrigal also noted that cultural material could be present in the artificial fill soils present within the project area. While artifacts found in fill soils lack archaeological context, they are still of importance to the Tribes. Based on this, monitoring of grading/ground disturbing activity was recommended for the project.

As noted above, the *Cultural Report* (Helix, 2022) did not identify any cultural resources within the project area; therefore, no impacts to cultural resources, including tribal cultural resources are anticipated. However, both Rincon and the San Luis Rey Band indicated there is some potential for encountering cultural material, given the known resources in the vicinity.

While the project area remained relatively undeveloped until the early 2000s, it has since been highly disturbed by commercial and industrial development. Geotechnical studies of the project area undertaken in 2021, indicated that the area was graded during construction in the early 2000s, resulting in fill soils being present up to 15 feet below surface. In places with no fill, bedrock consisting of sandstone was encountered directly below asphalt and concrete with gravel base. While the surrounding slopes have been stabilized, they are somewhat natural, not manufactured.

City staff also consulted with California Native American tribal representatives per the requirements of AB 52 on the potential impacts of the project. There are no known archaeological resources on the project site as the entire site has been graded and is developed with an existing, two-story commercial office building. Therefore, no effects on known significant archaeological resources under CEQA are anticipated. However, it was agreed that there could be impacts to unknown tribal cultural resources during project construction resulting in an inadvertent discovery, which would be a potentially significant impact under CEQA. Therefore, based on the fact that the surrounding area is generally rich in cultural and tribal cultural resources, Native American monitoring would be required during the initial ground disturbing activities during project construction.

The inadvertent discovery of unknown subsurface archaeological resources would be a potentially significant impact under CEQA. However, with the implementation of Mitigation Measures CR-1 through CR-5 listed below, potentially significant impacts to these archaeological resources would be reduced to less than significant levels.

MITIGATION MEASURES

CR-1 Cultural resource mitigation monitoring shall be conducted on the site to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a Qualified Archaeologist and a traditionally and culturally affiliated (TCA) Native American Monitor associated with a TCA tribe for, but not limited to, any clearing or grubbing of vegetation, tree removal, demolition and/or removal of remnant foundations, pavements, abandonment and/or installation of infrastructure; grading or any other

ground disturbing or altering activities, including the placement of any imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and any related road improvements, including, but not limited to, the installation of infrastructure, realignments, and/or expansions to parking lots. Other tasks of the monitoring program shall include the following:

- The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc.
- The Qualified Archaeologist and TCA Native American Monitor shall attend at least one pre-construction meeting with the Contractor and/or associated Subcontractors (e.g., Grading Contractor) and a representative from the City of Vista's Engineering or Community Development departments to present the archaeological monitoring program as presented in these measures.
- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the TCA Native American Monitor during all ground disturbing or altering activities, as identified above. The Contractor or Grading Contractor shall notify the Director of Community Development & Engineering, preferably through e-mail, of the start and end of all ground-disturbing activities.
- The Qualified Archaeologist and/or TCA Native American Monitor may halt ground-disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground-disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the Qualified Archaeologist and the TCA Native American Monitor. If a determination is made that he unearthed artifact deposits or tribal cultural resources are considered potentially significant, the consulting TCA Tribe(s) shall be notified and consulted in regard to the respectful and dignified treatment of those resources. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the TCA Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources.
- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible, culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a data recovery plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the consulting TCA Tribe(s) shall be notified and consulted in drafting and finalizing any such recovery plan.

CR-2 Prior to the submission of a grading plan to City staff for review, the Applicant or Owner, and/or Contractor shall enter into a Pre-Excavation Agreement with a Traditionally and Culturally Affiliated Native American Tribe ("TCA Tribe"). A copy of the agreement shall be included in the grading plan submission. The purpose of this agreement shall be to formalize protocols and

procedures between the Applicant or Owner, and/or Contractor, and the TCA tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, off-site infrastructure installation, grading, and all other ground disturbing activities.

CR-3 Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which shall comply with Government Code Section 6254(r), shall be submitted by the Qualified Archaeologist, along with the TCA Native American Monitor's notes and comments, to the City Planner for the project administrative record.

CR-4 All cultural materials that are associated with burial and/or funerary goods shall be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission (NAHC) per California Public Resources Code Section 5097.98.

CR-5 Recovered cultural material of historic significance, but not of tribal significance, shall be curated with accompanying catalog, photographs, and reports to a San Diego curation facility that meets federal standards per 36 CFR Part 79. Materials of Native American origin should be catalogued in the field by the archaeologist with the TCA monitor present. No materials are to leave the project site. The cultural material can then be returned to the Tribe(s) for reburial on the project site as detailed below. Recovered cultural material of tribal cultural significance shall be repatriated as stipulated in the pre-excavation agreement as described in CR-2.

Onsite Resource Reburial: Upon completion of all ground-disturbing and grading activities on the Project site, the TCA monitor and representatives from the Tribe(s) will rebury any resources recovered from the Project site in an open space area that will remain free from any active recreational uses or any further excavation or ground disturbance. Any reburial site shall be culturally appropriate and explicitly approved in writing by the consulting Tribe(s). The reburial location will be covered first by a layer of geomat and then backfilled with clean fill dirt. Once reburial activities are completed, the site will be protected via a restrictive covenant or similar deed restriction that prohibits future excavation or disturbance of the reburial location.

IMPACTS ON HUMAN REMAINS

The project site does not lie near any dedicated cemeteries. Further, as explained above, archaeological resources and tribal cultural resources have not been identified within or in the immediate vicinity of the project site. However, although disturbance of human remains is unlikely, it is possible that construction activity could inadvertently discover previously unknown vestiges. This would be considered a potentially significant impact under CEQA. However, implementation of Mitigation Measure CR-6 would ensure that human remains were treated with dignity and as specified by law, which would reduce this impact to a less than significant level.

Mitigation Measure

CR-6 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the

Qualified Archaeologist and/or the TCA Native American monitor) shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by the Qualified Archaeologist and/or the TCA Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission would then make a determination as to the Most Likely Descendent. If Native American remains are discovered, the remains shall be kept *in situ* ("in place"), or in a secure location in close proximity to where they were found, until after the Medical Examiner makes its determination and notifications, and until after the Most Likely Descendant is identified. The analysis of the remains shall only occur on-site in the presence of a Most Likely Descendant. The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply, and the mediation process will occur with NAHC. In the event that mediation is not successful, the landowner shall rebury the remains at a location free from future disturbance (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT.

BACKGROUND

Building Energy Conservation Standards

Energy conservation standards for new residential and nonresidential 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 (CEC) adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Building Energy Efficiency Standards will be adopted during 2021 and will go into effect January 1, 2023.

The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient and nonresidential buildings are five percent more energy efficient than under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) 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. Nonresidential buildings are expected to use about 30 percent less energy due mainly to lighting upgrades (CEC, 2018).

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.

CONSTRUCTION-RELATED ENERGY IMPACTS

Fuel

Construction of the proposed project would require consumption of petroleum fuels (gasoline and diesel fuel) by construction workers travelling to and from the site, transportation of site and building materials, and equipment for on-site construction activities. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities except where electricity is available and feasible, thus electricity use during construction is considered to be minor.

The computer modeling (CalEEMod) of the project's GHG emissions described in detail in Section VIII, Greenhouse Gas Emissions, utilized standard fuel consumption estimates to calculate that project construction activities would require approximately 42,600 gallons of diesel fuel and approximately 6,500 gallons of gasoline¹. This increase in diesel fuel consumption would be temporary, of relatively short duration, and would cease once project construction is completed. This minor increase in fuel consumption would not require the development of new petroleum supplies or construction of new production or distribution facilities. Energy usage at the project site during construction would be temporary in nature. Energy usage during construction of the project would only utilize the energy required, and would not be wasteful, inefficient, or unnecessary. Therefore, construction energy impacts would be less than significant.

OPERATIONS-RELATED ENERGY IMPACTS

Energy consumption during project operation would consist of electricity and natural gas consumption for operation of the proposed building and petroleum fuel consumption for project vehicles (assumed to be gasoline for the purpose of estimating the volume). The project site currently consumes energy associated with the existing two-story building. Therefore, this analysis assumes the existing baseline consumes energy stated below for the existing operation onsite. Proposed project and existing baseline energy usage was developed with the computer modeling (CalEEMod) of the project's GHG emissions described in detail in Section VIII, Greenhouse Gas Emissions and utilized standard fuel consumption estimates to calculate project operational activities.

¹ Fuel usage is estimated using the CalEEMod output for CO₂, and a kgCO₂/gallon conversion factor, as cited in the *U.S. Energy Information Administration Voluntary Reporting of Greenhouse Gases Program*, [https://www.eia.gov/environment/pdfpages/0608s\(2009\)index.php](https://www.eia.gov/environment/pdfpages/0608s(2009)index.php).

Electricity

Electricity would be used for multiple purposes including heating and cooling, lighting, appliances, electronics, drip irrigation, etc. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Estimated net electricity use for the proposed project is shown in Table E-1 below.

TABLE E-1 ESTIMATED NET ELECTRICITY USE

Residential Units	Total (kWh)
Proposed Project	463,653
Existing Baseline	847,420
Net Electricity Use	-383,767

1. Proposed project calculations based on RCH Group 2022b. kWh = kilowatt hour

As seen in Table E-1, the project would result in a reduction of 383,767 kWh annually when accounting for the existing baseline, assuming project compliance with the 2019 Title 24 standards. The proposed project is anticipated to be highly energy efficient due to Title 24 requirements and is being designed as a LEED certified building. Therefore, the proposed project's electricity consumption would not be considered wasteful, unnecessary or inefficient. As a result, project impacts would be less than significant.

Natural Gas

Natural gas is anticipated to be used for home heating and appliances. Estimated natural gas use for the proposed project is shown in Table E-2 below.

TABLE E-2 ESTIMATED NET NATURAL GAS USE

Residential Units	Total (kBtu/yr.)
Proposed Project	204,113
Existing Baseline	1,128,960
Net Natural Gas Use	-924,847

1. Proposed project calculations based on RCH Group 2022b. kBtu = Thousand British Thermal Units. A cubic foot of natural gas has 1,015 BTUs.

As seen in Table E-2 above, the project would result in a reduction of 924,847 kBtu annually when accounting for the existing baseline, assuming project compliance with the 2019 Title 24 standards. The proposed project is anticipated to be highly energy efficient due to Title 24 requirements and is being designed as a LEED certified building. Therefore, the proposed project's natural gas consumption would not be considered wasteful, unnecessary or inefficient. As a result, project impacts would be less than significant.

Fuel

Once the project is completed and occupied, gasoline and diesel fuel would continue to be consumed by residents, visitors, delivery vehicles, etc. traveling to and from the site. For the purposes of estimating petroleum fuel volumes, operational fuel was assumed to be gasoline only for the project and existing baseline. The project was estimated to consume 85,666 gallons of gasoline annually, while the existing baseline was estimated to consume 74,161 gallons of gasoline, thus the net fuel usage would be 11,505 gallons of gasoline annually. This minor increase in fuel consumption would not require the development of new petroleum supplies or construction of new production or distribution facilities. Project operations would not consume energy resources in a wasteful or inefficient manner and would therefore have a less than significant impact on the consumption of energy resources.

b. LESS THAN SIGNIFICANT IMPACT.

Electricity is supplied to the project site by SDG&E. As of 2019, SDG&E had already achieved 44 percent procurement of renewable energy and in 2030 SDG&E will have up to 60 percent in place per requirements of SB 100 (California Public Utilities Commission, 2019). The project would result in a significant reduction in electricity and natural gas usage compared to the existing baseline, and a minor increase in petroleum fuels for vehicles during operation. Furthermore, the project building would be designed to be LEED certified. The project would not require new or expanded energy generation or infrastructure facilities. As a result, the project would not have an adverse effect on State or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

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.	☐	☐	☐	☒
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Portions of the discussion below are based on the findings contained within the *Preliminary Hydrology Report (Hydrology Report)* (Excel Engineering Inc. [Excel], 2021a) and the *Geotechnical Investigation (Geotech Report)* (Geotechnical Professionals Inc. [GPI], 2021) prepared for the proposed project. These reports are on file and available for review with the COV's Planning Division.

DISCUSSION

a1. No IMPACT. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the ground surface. As discussed in the Geotech Report (GPI, 2021), the project site does not contain, nor is it adjacent to, an Alquist-Priolo Special Study Zone Area. Therefore, impacts from fault rupture would not be expected to occur within the project area, and no impacts would arise from implementing the project.

a2 – a3. LESS THAN SIGNIFICANT IMPACT. The project area, like most of southern California, is subject to strong ground shaking from seismic events. Consequently, when the project is occupied it could expose people and/or structures to potential impacts associated with seismic ground shaking. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. Major faults in the region could be a source of a strong seismic-related movement at the project site. The closest known active fault is the Rose Canyon fault zone located approximately 9.2 miles to the southwest of the project site (GPI, 2021). The site is not located in an Alquist-Priolo Earthquake Fault Zone. No active faults are known to underlie or project toward the site. Therefore, the probability of fault rupture is less than significant.

The new building and improvements proposed to be built on the site would be constructed in compliance with the seismic safety standards set forth in the California Building Code (CBC), as amended². Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking. In addition, the COV's Building Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the project. Compliance with the CBC and the Building Department's review process, permit application, and inspection would result in less than significant impacts, and no mitigation measures are required.

The proposed project would not expose people and structures to potential seismic-related ground failure, including liquefaction. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. Groundwater was not encountered during site investigations done for the project (GPI, 2021) and is estimated to be greater than 20 feet below the ground surface. Because of the relatively dense/stiff nature of the granite materials underlying the site (below the fill material) and the lack of shallow groundwater, the potential for liquefaction or seismically induced dynamic settlement at the site is considered low. Compliance with the CBC would include the incorporation of seismic safety features to minimize any potential for significant effects as a result of seismic-related ground failure, resulting in less than significant impacts.

a4. LESS THAN SIGNIFICANT IMPACT. The present site configuration consists of a relatively level building pad bordered by fill slopes descending to the west, north and northeast. The site has been previously graded to a depth of approximately 15-30 feet and compacted (GPI, 2021) to 90% compaction. The fill slopes have a gradient of about 2:1 (horizontal: vertical) (Excel, 2021a). The site is bordered at the south and southeast by

² The CBC incorporates relevant sections of the Uniform Building Code of the International Conference of Building Officials.

cut slopes with a gradient of about 2:1 (horizontal; vertical) (Excel, 2021a) and there is no evidence of landslides or slope instabilities on-site. The potential for landslides or slope instabilities to occur at the site is considered less than significant given the relatively flat nature of the site and built-up nature of the surrounding community and general lack of slopes or hillsides or other steep terrain on-site.

Based on the *Geotechnical Investigation (Geotech Report) (GPI, 2021)*, a total of 15 geotechnical explorations: eight hollow stem auger (HSA) borings and seven hand auger borings. The HSA borings were drilled to depths of approximately 6 to 20 feet below the existing grades. The hand auger borings were drilled to depths of approximately 1½ to 16 feet below the existing grades. A GPI representative logged the borings and collected samples of the materials encountered for laboratory testing. GPI tested selected samples from the borings to evaluate pertinent soil classification and engineering properties to assist in developing geotechnical conclusions and recommendations.

The results of the geologic reconnaissance and subsurface evaluation indicate that fill soils placed along the eastern site slope and the lower portion of the southern site slope extended up to depths of approximately 30 feet. In general, the engineered fills consist of slightly moist to wet, bedrock-derived silty and clayey sands, silts and clayey silts, and sandy and silty clays (GPI, 2021).

The *Geotech Report* notes that the main soils/geotechnical considerations affecting the planned site redevelopment project are the presence of corrosive and expansive soils/fill material that is not suitable in its current condition to support the project improvements. The proposed project would involve excavation and remedial grading and recompaction with no soil import or export required. Groundwater was not observed in any of the borings. Therefore, implementation of the proposed project would not be adversely affected by landslides originating on-site, resulting in less than significant impacts.

b - d. LESS THAN SIGNIFICANT IMPACT. As discussed above, the material encountered within the borings consisted of materials that were clayey sands, silts, sandy clays, and silty sands derived from bedrock. The onsite soils can be used in general compacted fill (GPI, 2021). The fill material is underlain by Cretaceous-age granitic rock. Based on the soil tests, the main geotechnical considerations affecting the proposed project are corrosive and expansive soils which are considered unsuitable, in their present condition, for the support of the proposed improvements. It is recommended in the *Geotech Report* (GPI, 2021) that earthwork at the project site include excavation to remove unsuitable soils, over-excavation of the upper fill and bedrock materials, excavation for foundations, subgrade preparation, and the placement and compaction of fill.

As required under the City's Grading Ordinance (Municipal Code Chapter 17.56), the recommendations in the *Geotech Report* (GPI, 2021), and any additional geotechnical/soils studies, must be followed during grading and site preparation activities. With implementation of these recommendations, as well as the required application of standard erosion control measures and storm water construction BMPs, less than significant impacts are anticipated regarding soil erosion or loss of topsoil during project construction.

As stated in the *Geotech Report* (GPI, 2021), the potential for on-site or off-site landslides, lateral spreading, liquefaction, or seismically induced dynamic settlement to occur is considered low, and therefore impacts are considered less than significant.

Given the excavation remedial grading requirements and other recommendations in the *Geotech Report* (GPI, 2021) that the COV requires in submittals for the Grading Permit, less than significant impacts would arise from onsite soils.

e. No IMPACT. The proposed project would tie into existing sewers, avoiding the need to use septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.

f. NO IMPACT. The probability of discovering paleontological resources depends on the geologic formation being excavated, and the depth and volume of the excavation. Sedimentary rocks, such as those found in coastal areas, usually contain fossils. Granite rocks, such as those found in inland areas, generally will not contain fossils. The project site has previously been graded to a depth that ranges from 15 to 3- feet in various locations on-site. The fill material is underlain by Cretaceous- age granitic rock. Based on the information in the *Geotech Report* (GPI, 2021), the site is located within the Peninsular Ranges Batholith - a large mass of intrusive igneous rock. The portion of the batholith that underlays the site is granite of Cretaceous age (145 to 66 million years before present). According to the *GP 2030 PEIR* (City of Vista, 2012b), the project site is an area with low to zero sensitivity for paleontological resources. Given the previous depth of site disturbance and the granitic rock deep beneath the project site, the site has zero paleontological sensitivity and no impacts to fossils would be expected to occur with project implementation.

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?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is based on the findings contained within the *Greenhouse Gas Emissions Technical Report, 1430 Decision Street Project, City of Vista (GHG Report)* (RCH Group [RCH], 2022b) prepared for the project. This report is on file and available for review in the COV's Planning Division office.

DISCUSSION

a - b. LESS THAN SIGNIFICANT IMPACT.

BACKGROUND AND GENERAL PRINCIPLES

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward (IPCC, 2014). After 1950, however, increasing greenhouse gas (GHG) concentrations resulting from human activity such as fossil fuel burning, and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. The IPCC is now 95 percent certain that humans are the main cause of current global warming (IPCC, 2014). GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHG occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO₂, CH₄, and N₂O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices, coal mines, and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO₂ is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO₂. CH₄ and N₂O are substantially more potent GHG than CO₂, with GWP of 28 and 265 times that of CO₂, respectively (IPCC, 2014).

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO₂ equivalents (CO₂e). CO₂e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH₄ and N₂O have much higher GWP than CO₂, CO₂ is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO₂e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO₂ emissions (and thus substantial increases in atmospheric concentrations of CO₂). In pre-industrial times (c. 1860), concentrations of atmospheric CO₂ were approximately 280 parts per million (ppm). By December 2020, atmospheric CO₂ concentrations had increased to 414 ppm, 48 percent above pre-industrial concentrations (NOAA, 2021).

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity (CalEPA, 2006).

REGULATORY FRAMEWORK

The *GHG Report* (RCH, 2022b) identifies state and COV regulations and standards related to GHG emissions and global climate change.

STATE OF CALIFORNIA

State regulations and standards applicable to the project are listed below. The project would not generate vehicle trips, thus State regulations focused on motor vehicles are not discussed further.

Solid Waste Sources - The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) diversion of 75 percent of all solid waste on or after 2020, and annually thereafter. The California Department of Resources Recycling and Recovery (CalRecycle) is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled *California's New Goal: 75 Percent Recycling*, which identified concepts that would assist the State in reaching the 75 percent goal by 2020. Subsequently, in August 2015, CalRecycle released the *AB 341 Report to the Legislature*, which identifies five priority

strategies for achievement of the 75 percent goal: (1) moving organics out of landfills; (2) expanding recycling/manufacturing infrastructure; (3) exploring new approaches for State and local funding of sustainable waste management programs; (4) promoting State procurement of post-consumer recycled content products; and (5) promoting extended producer responsibility.

California Code of Regulations Title 24 - Although not originally intended to reduce greenhouse gas emissions, Title 24 of the California Code of Regulations, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods. Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions. Accordingly, Title 24 in the CALGreen Building Code is now a part of the statewide strategy for reducing GHG emissions and is the only statewide plan for reduction of GHG emissions that every local agency must adopt in a public hearing by adopting the state building code. Consistent with CALGreen, the state recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Compliance with Title 24 of the CALGreen Building Code is thus a vehicle to achieve statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors. The Title 24 Building Energy Efficiency Standards were updated in 2019 and buildings whose permit application are dated on or after January 1, 2020, must comply with the 2019 Standards.

Pavley Standards - California AB 1493 (Pavley) enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks for model years 2009–2016, which are often times referred to as the “Pavley I” standards. The CARB obtained a waiver from the USEPA that allows for implementation of these regulations notwithstanding possible federal preemption concerns.

Executive Order (EO) S-3-05 - EO S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050. EO S-3-05 also calls for the California EPA (CalEPA) to prepare biennial science reports on the potential impact of continued GCC on certain sectors of the California economy. The first of these reports, “Our Changing Climate: Assessing Risks to California,” and its supporting document “Scenarios of Climate Change in California: An Overview” were published by the California Climate Change Center in 2006.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 - In September 2006, Governor Schwarzenegger signed AB 32 into law. AB 32 required that, by January 1, 2008, the California Air Resources Board (CARB) shall determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. The CARB adopted its AB 32 *Scoping Plan* in December 2008, which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. In 2011, the CARB developed a *Supplement to the AB 32 Scoping Plan* which updated the emissions inventory based on current projections and included adopted measures such as the Pavley Fuel Efficiency Standards and 20 percent Renewable Portfolio Standard (RPS) requirement.

In 2014, the CARB published its *First Update to the Climate Change Scoping Plan*. This update indicated that the State is on target to meet the goal of reducing GHG emissions to 1990 level by 2020. The *First Update* tracks progress in achieving the goals of AB 32 and lays out a new set of actions that will move the State

further along the path to achieving the 2050 goal of reducing emissions to 80 percent below 1990 levels. While the *First Update* discusses setting a mid-term target, the plan does not yet set a quantifiable target toward meeting the 2050 goal.

In January 2017, the CARB released the draft of the 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target (Second Update). This update addresses the statewide emissions reduction target established pursuant to Senate Bill (SB) 32 and Executive Order B-30-15, as discussed below. The major elements of the Second Update, as proposed in the CARB's January 2017 draft, include (but are not limited to) achieving the following milestones by 2030: a 50 percent Renewable Portfolio Standard (discussed below); a more stringent Low Carbon Fuel Standard (discussed below) that requires an 18 percent reduction in carbon intensity; deploying additional near-zero and zero emissions technologies in the transportation sectors; increasing the stringency of the SB 375 (discussed below) reduction targets for 2035; a 20 percent reduction in GHG emissions from the refinery sector; and, continued deployment of a declining emissions cap under the Cap-and-Trade Program.

Senate Bill (SB) 97 - SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. SB 97 directed the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of OPR published a technical advisory on CEQA and climate change on June 19, 2008. The guidance did not include a suggested threshold but stated that the OPR had asked the CARB to "recommend a method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of greenhouse gas emissions throughout the state."

The OPR technical advisory does recommend that CEQA analyses include the following components:

- Identification of greenhouse gas emissions;
- Determination of significance; and
- Mitigation of impacts, as needed and as feasible.

On December 31, 2009, the California Natural Resources Agency adopted the proposed amendments to the State CEQA Guidelines. These amendments became effective on March 18, 2010.

SB 375 - The Sustainable Communities and Climate Protection Act of 2008 (SB 375) finds that GHGs from autos and light trucks can be substantially reduced by new vehicle technology, but even so "it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." Therefore, SB 375 requires that regions with metropolitan planning organizations adopt sustainable communities' strategies, as part of their regional transportation plans, which are designed to achieve certain goals for the reduction of GHG emissions from mobile sources.

SB 375 also includes CEQA streamlining provisions for "transit priority projects" that are consistent with an adopted sustainable communities' strategy. As defined in SB 375, a "transit priority project" shall: (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a maximum net density of at least 20 dwelling units per acre; and (3) be within 0.5 mile of a major transit stop or high quality transit corridor.

Low Carbon Fuel Standard - Executive Order S-1-07 requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by the CARB by 2020. In 2009, the CARB

approved the Low Carbon Fuel Standard regulations, which became fully effective in April 2010. The regulations were subsequently re-adopted in September 2015 in response to related litigation.

Advanced Clean Cars Program - In 2012, the ARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for model years 2017–2025. (This program is sometimes referred to as “Pavley II.”) The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs.

Zero Emission Vehicles - Zero emission vehicles (ZEVs) include plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles, and hydrogen fuel cell electric vehicles. In 2012, Governor Brown issued Executive Order B-16-2012, which calls for the increased penetration of ZEVs into California’s vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. In addition, the Executive Order also requires the California Public Utilities Commission to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State’s residents with easy access to ZEV infrastructure. CALGreen requires new residential construction to be pre-wired to facilitate the future installation and use of electric vehicle chargers (Section 4.106.4 of 2019 CALGreen Standards).

EO B-30-15 - In April 2015, Governor Brown signed Executive Order B-30-15, which established the following GHG emission reduction goal for California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This Executive Order also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in Executive Order S-3-05.

Senate Bill 32 and Assembly Bill 197 - Enacted in 2016, SB 32 codifies the 2030 emissions reduction goal of Executive Order B-30-15 by requiring the ARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. SB 32 was coupled with a companion bill: AB 197. Designed to improve the transparency of the CARB’s regulatory and policy-oriented processes, AB 197 created the Joint Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies and investments related to climate change. AB 197 also requires the ARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

CITY OF VISTA

General Plan 2030 Update - In February 2012, the COV adopted GP 2030 (City of Vista, 2012a) and certified the accompanying Program EIR (PEIR) (City of Vista, 2012b). The GP 2030 PEIR included Mitigation Measure MCC1, which required the COV to implement a quantified Climate Action Plan (CAP) within 24 months of adoption of GP 2030. GP 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 COV boundaries to support the State’s efforts under Assembly Bill 32, Senate Bill 375, and other State and federal mandates, and to mitigate the community’s contributions to global climate change.” The GP 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.

Climate Action Plan - The COV adopted its 2021 CAP in 2021, which updates the previously adopted 2012 CAP. The 2021 CAP provides a comprehensive roadmap to address the challenges of climate change in the Vista. COV dedicated resources and partnered with the San Diego Association of Governments (SANDAG) to create the 2021 CAP. The 2021 CAP includes a 2012 baseline GHG emissions inventory, which indicates Vista emitted 603,000 metric tons of CO₂e in 2012, an increase from the approximately 547,000 metric tons of CO₂e in 2005.

The 2021 CAP notes that the city would achieve its 2020 emissions reduction target under business-as-usual (BAU) conditions; thus, the primary focus of the 2021 CAP is on reducing emissions by 2030, consistent with state mandates. The 2021 CAP puts in place a number of locally based strategies and measures to reduce GHG emissions from municipal and community activities and achieve reduction targets. The following measure applies to the project:

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: Require that 30 percent of construction equipment in new development projects be electric-powered or alternatively fueled.

THRESHOLDS OF SIGNIFICANCE

According to the California Natural Resources Agency (July 2009), “due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis.” Significance criteria were developed in Appendix G of the CEQA Guidelines.

In the *GP 2030 PEIR* (City of Vista 2012b), the following criteria were used to establish the significance of GCC emissions:

The project would have a significant impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
- Expose property and persons to the physical effects of climate change, including but not limited to flooding, public health, wildfire risk or other impacts resulting from climate change.

The California Resources Agency adopted an Amendment to the State CEQA Guidelines to assist lead agencies in determining the significance of impact from GHG emissions. State CEQA Guidelines Section 15064.4, CEQA Guidelines for Determining the Significance of Impacts from Greenhouse Gas Emissions, states the following:

- a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:*

- 1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The*

lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

- 2) *Rely on a qualitative analysis or performance-based standards.*
- b) *A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:*
 - 1) *The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
 - 2) *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
 - 3) *The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

The COV Interim Policy on Evaluating GHG Emissions (City of Vista, 2016b) indicates that projects that are estimated to produce GHG emissions at or under the “bright line” threshold of 1,185 metric tons of CO₂e would have a less than significant impact on climate change. The project’s emissions were evaluated based on this threshold.

GHG IMPACTS

As discussed in the *GHG Report* (RCH, 2022b), GHG emissions associated with the project were estimated for six categories of emissions: (1) construction emissions; (2) area sources; (3) energy use (electricity and natural gas); (4) motor vehicles; (5) water and wastewater conveyance; and (6) solid waste disposal. The complete emissions inventory is included in the Appendix of the *GHG Report* (RCH, 2022b).

EXISTING GHG EMISSIONS

GHG emissions from operation of the existing two-story office building were estimated using CalEEMod. According to the project’s traffic study, the existing operation generates 784 average daily trips (ADT). As noted in the *GHG Report*, operation of the existing building generates approximately 1,152 metric tons of CO₂e annually (calculated for year 2024, the first full year of project operations). These existing baseline emissions are subtracted from the project operational emissions to account for the GHG emissions that the project is replacing.

CONSTRUCTION GHG EMISSIONS

Construction GHG emissions include emissions from heavy construction equipment, haul trucks and worker trips. GHG emissions from construction of the Project were estimated using the CalEEMod. Construction of the project would generate approximately 490 metric tons of CO₂e over the construction period. Per guidance

from the SCAQMD (SCAQMD 2008), construction emissions are amortized over a 30-year period to account for the contribution of construction emissions over the lifetime of the project. Amortizing the emissions from construction of the project over a 30-year period would result in an annual contribution of 16 metric tons of CO₂e (see GHG Report). These emissions are added to operational emissions to account for the contribution of construction to GHG emissions for the lifetime of the project.

OPERATIONAL GHG EMISSIONS

As noted in the GHG Report, the main sources of project operational GHG emissions would be vehicle trips, water use, and energy use. According to the traffic study, the project would generate 781 ADT. Therefore, after considering the existing baseline (784 ADT), the project would result in a decrease of 3 ADT. Project net operational GHG emissions assume an operational year of 2024 and were modeled with CalEEMod as shown in Table GHG-1 and in the *GHG Report*. As noted previously, operational GHG emissions that would be generated from the existing office building in 2024 are subtracted from the project emissions to calculate the net emissions increase from the project.

TABLE GHG-1 ESTIMATED PROJECT NET OPERATIONAL 2024 GHG EMISSIONS

Emission Source	Annual Emissions (Metric tons CO ₂ e/year)
Area Sources	<0.01
Energy Use	124.9
Vehicle Trips	761.6
Solid Waste Disposal	58.5
Water/Wastewater Conveyance	130.5
Amortized Construction Emissions	16.3
Total Project CO ₂ e Emissions	1,091.8
Existing Baseline CO ₂ e Emissions	1,151.8
Net CO₂e Emissions	[60.0]
Significance Threshold	1,185

Source: RCH, 2022b

As shown in Table GHG-1, the project would result in a reduction of approximately 60 metric tons of CO₂e per year during the first year of operation (assumed to be 2024). Thus, the project would result in a less-than-significant impact.

HORIZON YEARS 2030 AND 2050

As described above, Executive Order B-30-15 established a statewide emissions reduction target of 40% below 1990 levels by 2030, which has been implemented by SB 32. This measure was identified to keep the State on a trajectory needed to meet the 2050 goal of reducing GHG emissions to 80% below 1990 levels by 2050 pursuant to Executive Order S-3-05.

Further analyses were conducted to provide information on future GHG emissions in the years 2030 and 2050. Tables GHG-2 and GHG-3 present estimated emissions for 2030 and 2050 for the project. Because there is no information on additional plans and programs that may be implemented pursuant to SB 32, Tables GHG-2 and GHG-3 take into account the following additional GHG measures beyond the 2024 analysis:

- Implementation of the 60% Renewable Portfolio Standard by 2030 and meeting the 80% Renewable Portfolio Standard by 2050.
- Various state regulations that reduce GHG emissions from vehicle trips assumed within CalEEMod.

TABLE GHG-2 ESTIMATED PROJECT NET 2030 OPERATIONAL GHG EMISSIONS

Emission Source	Annual Emissions (Metric tons CO ₂ e/year)
Area Sources	<0.01
Energy Use	78.3
Vehicle Trips	667.7
Solid Waste Disposal	58.5
Water/Wastewater Conveyance	93.0
Amortized Construction Emissions	16.3
Total Project CO ₂ e Emissions	913.8
Existing Baseline CO ₂ e Emissions	922.1
Net CO₂e Emissions	[8.3]

Source: RCH, 2022b

TABLE GHG-3 ESTIMATED PROJECT NET 2050 OPERATIONAL GHG EMISSIONS

Emission Source	Annual Emissions (Metric tons CO ₂ e/year)
Area Sources	<0.01
Energy Use	11.0
Vehicle Trips	603.4
Solid Waste Disposal	58.5
Water/Wastewater Conveyance	38.9
Amortized Construction Emissions	16.3
Total Project CO ₂ e Emissions	728.1
Existing Baseline CO ₂ e Emissions	652.2
Net CO₂e Emissions	75.9

Source: RCH, 2022b

As shown in **Tables GHG-2** and **GHG-3**, the project would result in a small net decrease in GHG emissions for year 2030 and a small net increase for year 2050. The project would not conflict with the state's goals and regulations adopted for reducing GHG emissions, or the City's 2021 CAP. Thus, the project would result in a less-than-significant impact.

CONCLUSIONS

Emissions of GHGs were quantified for both construction and operation of the project. The Project's GHG emissions would be below bright line significance threshold of 1,185 metric tons of CO₂e per year. Through the Renewable Portfolio Standard and other statewide measures for reducing GHG emissions from motor vehicles, GHG emissions would be reduced further for the project to a level that is consistent with the goals

of AB 32 and SB 32. Therefore, the project would not result in a cumulatively considerable global climate change impact.

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?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

DISCUSSION

a - c. LESS THAN SIGNIFICANT IMPACT. As previously stated in this document, the project site is approximately 7.81-acres in size and contains an existing commercial office building that was constructed in approximately 2005. LBA Realty/Logistics is the owner and operator of the existing building and the only business owner onsite. The closest existing public school to the site is the Buena Vista High School, located approximately 3.1 miles to the northwest of the site at 1601 Longhorn Drive.

The project site is generally flat, with a slight slope toward the northwest corner of the site. The project site is currently developed and is located in an urbanized, part of the City that includes both industrial and commercial land uses developed in accordance with the standards of the Vista Business Park Specific Plan.

Typically, commercial office building such as the existing facility and light industrial building like the proposed facility do not generate, store, dispose of, or transport quantities of hazardous substances. Construction equipment that would be used to demolish the existing building and construct the proposed project has the potential to release relatively small amounts of oils, greases, solvents, and other finishing materials through accidental spills. While the release of any of these materials could have the potential to impact surrounding land uses, a release of a significant amount of these hazardous substances is not likely due to the relatively small amount of material that would be stored or used on-site.

The project includes demolition of the existing, two-story office building. The demolition would consist of demolishing the existing structure in place, utilizing traditional construction equipment. No explosives would be used in this process. Prior to demolition, any ACM, LBP, oil and hydraulic fluid, would be removed and recycled or disposed of in conformance with all applicable State and Federal laws. Prior to demolition, all reusable fixtures and fittings would be removed for re-purposing or re-use. The existing concrete floors, building walls, onsite concrete and asphalt will be crushed on site and would be reused and recycled for use in the new structure. This effort is intended to reduce the use of new building materials and the associated GHG emissions related to transportation of heavy building materials. Steel, copper and aluminum recovered during the demolition process would be fully recycled through a City-approved, recognized recycling processor. Where possible, all other building materials would be recycled.

Federal, State, and local regulations would be in effect to reduce the effects of such potential hazardous materials spills. In addition, the VFD enforces city, State, and federal hazardous materials regulations for the COV through plan check reviews of Site Development Plans, Building Plans, etc. The COV's Uniform Fire Code (Chapter 16.40 of the Municipal Code) adopts the State of California's Fire Code, which includes regulations concerning hazardous materials spill mitigation, and containment and securing of hazardous materials containers to prevent spills. In addition, the State Fire Marshal enforces oil and gas pipeline safety regulations, and the federal government enforces hazardous materials transport pursuant to its interstate commerce regulation authority. Compliance with all of these requirements is mandatory as standard permitting conditions during plan reviews and inspections of completed projects and would minimize the potential for the accidental release or upset of the noted hazardous materials, thus ensuring public safety.

A health risk assessment (HRA) was completed analyzing both construction and operation of the Project. The construction and operational HRA was prepared in accordance with the requirements and recommendations of the Office of Environmental Health Hazard Assessment (OEHHA), CARB, California Air Pollution Control Officers Association (CAPCOA), and the SDAPCD to determine if significant health risks are likely to occur to existing residents and workers in the vicinity of the Project site. The HRA found that construction and operation of the Project would result in cancer risk and non-carcinogenic hazard risk well below SDAPCD health risk significance thresholds (see *Air Quality Report*).

The closest existing public school to the project site is the Buena Vista High School, located approximately 3.1 miles to the northwest of the site at 1601 Longhorn Drive. Operation of the proposed project would not result in a release of any significant amounts of hazardous substances that could cause a public health hazard to this school, which is located more than one mile away. Compliance with federal, State, and local regulations would reduce the effects of potential hazardous materials spills and releases. Therefore, implementation of the proposed project would have a less than significant impact relative to hazards and hazardous materials.

d – g. No IMPACT.

Based on the expected materials used at the site and close-proximity sites, current governmental regulations regarding the use of hazardous materials, the stratigraphic conditions, drainage gradients and elevations, the probability of significant on-site contamination from off-site sources is considered low.

As stated in the Surrounding Land Use section in Chapter 2 of this document, the McClellan Palomar Airport is located approximately two and a half miles to the west and the project site is not located within the vicinity of a private airstrip. According to the *McClellan Palomar Airport Land Use Compatibility Plan* (San Diego County Regional Airport Authority, adopted 2011), the proposed project site is not located within an airport safety hazard area. Therefore, implementation of the proposed project would not create a new aircraft safety hazard at the project site.

The proposed project would not impair or physically impact any adopted emergency response plan or evacuation plan. The proposed project would not require the closure of any public or private streets or roadways and would not impede access of emergency vehicles to the project site or any surrounding areas.

The project has been reviewed by the VFD, and it would provide all required emergency access in accordance with the requirements of the VFD. Therefore, significant impacts to emergency response are not anticipated to occur.

The project site is not located within a Very High Fire Severity Zone; therefore, the proposed project would not be subject to defensible space requirements of the California Fire Code. In addition, the proposed building would be subject to the building construction requirements of the Fire Code. Accordingly, no significant risk of loss, injury or death would arise to people or structures from wildland fires where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussion below is summarized and based on the findings contained within the Preliminary Hydrology Study (*Drainage Report*) and the *Preliminary Storm Water Quality Management Plan* (SWQMP) both by Excel Engineering, Inc. (Excel) (Excel, 2021a and 2021b), respectively, which were prepared for the proposed project. The reports are on file and available for review in the COV's Planning Division office.

DISCUSSION

a - e. LESS THAN SIGNIFICANT IMPACT. The existing 7.81-acre site of the proposed project is relatively flat and has been previously graded and disturbed as part of the development of the existing commercial office building that is currently located onsite and constructed in 2005.

Hydrologically, the project site is situated within the Agua Hedionda - Los Manos Hydrologic Subarea (HSA 904.31) of the Carlsbad Hydrologic Unit (HU) (904.0). According to the SWQMP (Excel, 2021b), in the existing condition onsite stormwater flows to the existing storm drain system located in Business Park Drive.

The existing impervious coverage of the project site is 7.07 acres which represents approximately 89 percent of the site, according to the 2021 Hydrology Report (Excel, 2021a). Access to and from the site is provided via two driveways from Decision Street as shown in the aerial photos in Figures 2 and 3, in Attachment A.

According to the SWQMP (Excel, 2021b), in the existing condition the site contains mostly impervious surfaces such as the building footprint and parking lot. Stormwater travels south westerly overland flow over parking and other impervious surfaces until it reaches either a grated inlet or a curb inlet. According to the Hydrology Report prepared for the project (Excel, 2021a), groundwater is greater than 20 feet below the ground surface. The receiving water body for the proposed project is Agua Hedionda Creek located north of the property. Agua Hedionda Creek is also on the 303(d)-list due to Nitrogen, Phosphorus, Selenium, and sediment.

HYDROLOGIC CONDITIONS OF CONCERN

As stated in the SWQMP (Excel, 2021b) potential hydrologic conditions of concern have to do with potential changes to the hydrologic regime resulting from site disturbance / development of impermeable surfaces. This typically includes increased runoff volume and velocity; reduced infiltration; increased flow frequency, duration, and peaks; faster time to reach peak flow; and water quality degradation. Specifically, a change to the hydrologic regime of a priority project site is considered a condition of concern if the change impacts downstream channels.

POTENTIAL WATER QUALITY IMPACTS

As previously noted, the applicant seeks approval of a SDP to construct a new light industrial building on an existing, developed 7.81-acre site. The entire site is relatively flat with ground elevations ranging from approximately 450 feet to 550 feet AMSL (Excel, 2021b). The project site has a slight slope from the southeast to the northwest and site drainage is northwesterly to a municipal storm drain.

The impervious area of the existing site consists of the building footprint and parking lot is the site is currently 90 percent impervious. In the post-developed condition, approximately 75 percent of the site would be impervious due to the introduction of the proposed new industrial building according to the SWQMP (Excel 2021b). Impervious areas proposed by the project would include the building roof, parking lot and other hardscape.

According to the SWQMP (Excel, 2021b), development of the project includes creation of permeable surfaces including biofiltration basins and small landscape areas. The proposed drainage plan would not significantly alter the existing on-site flow patterns although the building bad size will increase. The proposed storm drain system would maintain the pre-developed runoff characteristics.

Biofiltration basins (sizing per the County's Hydromodification Management Plan, 2011) were selected as the treatment control BMPs because of their effectiveness at treating sediment, trash, and fine particles. Although there would be more impervious area with the project, the runoff rate comparison from pre-

development to post development shows a decrease in flow on-site due to the installation of biofiltration basins at the southwest corner of the project site. French drains will convey the treated water at the bottom of the basins.

According to the *SWQMP* (Excel, 2021b), BMPs would be implemented during construction and post-construction to address potential water quality impacts due to project development. Selected BMPs from the COV's *BMP Design Manual (2016a)* would be applied to reduce pollutants to maximum levels (see Table HWQ-1 for Post-Construction BMPs incorporated into the project's design).

CONSTRUCTION ACTIVITIES

Short-term erosion impacts during the construction phase of the project would be prevented through implementation of an erosion control plan. A grading and erosion control plan, and a SWPPP, is required in accordance with the COV's *Grading Ordinance* (Development Code Chapter 17.56) and the current NPDES General Construction Activities Permit and must be submitted for plan check and approval by the City Engineer, as well as the Planning Division, prior to final approval of the project.

The erosion control plan would include construction BMPs such as:

- Silt Fence, Fiber Rolls, or Gravel Bag
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Stabilized Construction Entrance/Exit
- Vehicle and Equipment Maintenance, Cleaning, and Fueling
- Hydroseeding
- Material Delivery and Storage
- Stockpile Management
- Spill Prevention and Control
- Solid Waste Management
- Concrete Waste Management

In addition, in accordance with the requirements of the most recent NPDES General Construction Activities Permit, a Notice of Intent filed with the SWRCB and preparation of a SWPPP would also be required before project construction commences.

POST-CONSTRUCTION ACTIVITIES

In accordance with the COV's *BMP Design Manual (2016a)*, as detailed in the COV's *Stormwater Standards Manual* (Municipal Code Chapter 13.18, Stormwater Management and Discharge Control Program) and the requirements of the Municipal Separate Storm Sewer System (MS4) (San Diego RWQCB Order R9-2013-0001 as amended by R9-2015-001 and R9 2015-0100), all new and significant redevelopment projects that are categorized as "priority" development projects (PDP) are required to incorporate post-construction (or permanent) Low Impact Development (LID) Site Design, Source Control, and Treatment Control (Structural) BMPs, and Hydromodification measures into the project's design. The proposed project meets one of the "priority project" categories – redevelopment of more than 5,000 SF or greater of impervious surface on an existing development; therefore, the proposed project is classified as a priority project.

TYPES OF POST-CONSTRUCTION BMPs

LID Site Design BMPs are intended to minimize impervious surfaces and promote infiltration and evaporation of runoff before it can leave the location of origination by mimicking the natural hydrologic function of the site. Integrated Management Practices (IMPs) facilities are used in conjunction with LID BMPs as they provide small-scale treatment, retention, and/or detention that are integrated into site layout, landscaping and drainage design. Source Control BMPs are intended to minimize, to the maximum extent practicable, the introduction of pollutants and conditions of concern that may result in significant impacts generated from site runoff to off-site drain systems. Treatment Control BMPs are intended to treat storm water runoff before it discharges off-site. According to the COV's *Stormwater Standards Manual* (2015), specific localized treatment control BMPs are more effective at reducing or minimizing pollutants of concern than other types of BMPs. Each type of BMP that would be implemented is shown in Table HWQ-1, below.

TABLE HWQ-1 PROPOSED PROJECT BMPs

Type of BMP	Description of BMP
LID Site Design	Minimize Impervious Areas: The building footprint was designed to be the minimum size necessary for operational requirements. Landscape areas are maximized to the largest extent possible while the site is being utilized in accordance with current zoning. Walkways for access to the site are at minimum widths,
	Runoff Collection: The building roof will drain to the biofiltration basins installed on-site.
	Minimize Soil Compaction: Only the areas that need to be compacted as recommended by the soils engineer will be compacted.
	Runoff Collection: Roof drains will drain to adjacent landscaped areas or directly to biofiltration basins or roof drains may drain to adjacent paved areas and then to biofiltration basins by overland flow or by onsite private storm drain. Impervious areas will drain to soft area where possible before draining to basins. Infiltration at soft areas will be limited when next to building foundations.
	Landscaping with Native or Drought Tolerant Species: Landscape plans are being prepared in accordance with rules and guidelines published by The City of Vista.
Source Control	Prevent Illicit Discharges into the MS4: Storm drain stenciling, or signage will be provided that prohibits illicit discharge to on-site storm drain inlets and structural BMPs. Sewer lines will be connected to the separate sanitary sewer system.
	Storm Drain Stenciling or Signage: Storm drain stenciling, or signage will be provided at each storm drain inlet, and at each inlet to the structural BMPs.
	Plazas, Sidewalks and Parking lots: Sidewalks and parking areas will be swept and kept free of trash and debris.
	Protect Trash Storage Areas from Rainfall, Run-On, Runoff, and Wind Dispersal: Trash container areas are designed so that drainage from adjoining roofs and pavement is diverted around the area(s) to avoid run-on. Ensure trash container areas are screened or walled to prevent offsite transport of trash. Provide roofs or awnings on all trash enclosures, to minimize exposure. Locate storm drains away from the immediate vicinity of the trash storage area and vice versa.
	Additional BMPs Based on Potential Sources of Runoff Pollutants: On-site storm drain inlets.
Treatment Control	Biofiltration Basins: Stormwater from the building roof will drain into biofiltration basins onsite.

Source: SWQMP (Excel, 2021b)

Prior to designing LID and/or Treatment Control BMPs into the proposed project, the Drainage Management Areas (DMAs) for the project site were defined. The project site has one DMA with two soil classifications on-site. The proposed drainage pattern would be similar to the existing drainage pattern with some modifications to incorporate the BMPs into the project design to mimic Pre-Development storm water runoff and quality. Proposed biofiltration basins would collect and treat storm water from the impervious and pervious areas and the treated water at the bottom of the basins would be conveyed by French drains to the storm drain system. The runoff rate comparison from pre-development to post development shows a decrease in flow due to the installation of the biofiltration basins which would modify the outflow by staged storage to hold back peak runoff rates in the post development condition.

This development including the designed measures would not adversely affect the current property or surrounding parcels. The proposed development would not substantially alter existing drainage patterns in a manner which would increase erosion or siltation onsite or offsite, all streams or rivers would not be altered. This development would not alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite.

HYDROLOGY/DRAINAGE IMPACTS

Groundwater was not encountered during site investigations done for the Geotech Report (GPI, 2021) and according to the SWQMP (Excel, 2021b) is estimated to be greater than 50 feet below the ground surface. Consequently, significant impacts to groundwater resources are not anticipated with development of the project.

In the existing condition, 7.07 acres of the site is impervious. Under the proposed (or post-developed) conditions, the project would decrease the impervious surfaces of the site to 5.91 acres.

Development includes installation of biofiltration system for hydromodification and water quality treatment measures. French drains would convey the treated water at the bottom of the biofiltration basin to the existing storm drain system and would be released in a controlled fashion to the same existing point of storm water discharge.

The biofiltration basin is detailed in the project grading plans and has been sized according to the County of San Diego requirements in the PDP SWQMP. In the developed condition, the proposed project would not substantially change the overall drainage patterns or discharge points and the site would continue to drain to the northwest corner of the site.

The 100-year storm water discharge rate under existing conditions is estimated at 4.44 cubic feet per second (CFS). The 100-year storm water discharge rate under post-development conditions is estimated at 4.18 CFS, which is less than the existing (pre-developed) condition according to the SWQMP (Excel, 2021b).

The proposed development would not substantially alter existing drainage patterns in a manner which would increase erosion or siltation onsite or offsite, all streams or rivers would not be altered. This development would not alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. Therefore, development of the proposed project would have a less than significant impact on water quality standards or waste discharge requirements.

FLOOD HAZARD, TSUNAMI AND SEICHE IMPACTS

The project site is not identified on the COV's GIS map as an area within a 100- year flood plain according to the *Hydrology Study* (Excel, 2021a). Therefore, no structures are proposed within the 100-year flood hazard area, which would impede or redirect flood flows. The project would not expose people or structures to a

significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam, as there are no levees or dams impacted by the project site.

In addition, the project site does not have the potential to produce mudflows due to the relatively flat topography of the site, and it is not in proximity to the ocean or other water bodies to be affected by a tsunami or seiche. Consequently, significant impacts would not occur.

WATER QUALITY CONTROL PLAN AND GROUNDWATER MANAGEMENT PLAN IMPACTS

As discussed above, a biofiltration basin was selected as the treatment control BMP because its effectiveness at treating sediment, trash and fine particles. French drains would convey treated storm water from the bottom of the basin to the storm drain system offsite. As noted above, the runoff rate comparison from pre-development to post development shows a decrease in flow on-site due to the installation of the biofiltration basin system on-site. The biofiltration basin would be installed during the initial construction phase of the development. The size of the basin was determined by various hydrologic model calculations that include detention volume for a 100-year storm event, drainage area size/contribution, and LID BMP requirements. Therefore, with the biofiltration system in place, the 100-year storm water discharge rate for the site would be reduced from 4.44 to 4.18 CFS. As a result, the proposed project would result in less than significant impacts to the capacity of existing or planned storm water drainage systems, or in providing substantial additional sources of polluted runoff or degrading water quality.

Groundwater was not encountered during site investigations done for the *Geotech Report* (GPI, 2021) and according to the SWQMP (Excel, 2021b) is estimated to be greater than 50 feet below the ground surface. Consequently, significant impacts to groundwater resources are not anticipated with development of the project.

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?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

DISCUSSION

a. No IMPACT. The project site is 7.81 acres in size and located within the existing Vista Business Park Specific Plan. The project site is currently developed and occupied by a two-story commercial office building which was constructed in 2005. The proposed project involves a request for approval of a SDP to redevelop the site with a 123,705 SF light industrial building with parking lot on-site. Development also includes utility connections and drainage improvements.

The new building would be a fully sprinklered, warm shell space with 5,400 SF of mezzanine with a 10,000 SF office. The roof structure of the new industrial building will consist of a wood panelized hybrid system consisting of plywood supported by wood purlins and open web steel joists. The exterior walls would be load bearing concrete tilt-up. The lateral system would be concrete tilt-up shear walls. The building would be built on conventional pad footings, continuous footings, and a non-structural slab on grade. Parking on site would include 175 spaces with 6 spaces being designated as ADA compliant.

The proposed project includes demolition of all existing structures onsite, and the applicant is proposing to reuse some of the materials including asphalt/paving and some of the existing concrete tilt up panels onsite in an effort to develop a building that is rated through the USGBC as LEED certified. To achieve LEED certification, a project earns points by adhering to prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health and indoor environmental quality. Projects go through a verification and review process and are awarded points that correspond to a level of LEED certification.

The project as proposed, and with approval of the above-noted discretionary permit, would not disrupt or divide the physical arrangement of the community.

The proposed project site is surrounded by existing commercial and light industrial development on all sides. Land uses immediately surrounding the subject property, including their respective General Plan land use and Zoning designations, are found below in Table LU-1.

TABLE LU-1 IMMEDIATELY SURROUNDING LAND USES

Direction	Land Use	General Plan Land Use Designation	Zoning Designation
North	Commercial	Research Light Industrial (RLI)	(SPI) Specific Plan Implementation
South	Commercial	General Commercial (GC)	(SPI) Specific Plan Implementation

Direction	Land Use	General Plan Land Use Designation	Zoning Designation
East	Industrial	Research Light Industrial (RLI)	(SPI) Specific Plan Implementation
West	Industrial	Research Light Industrial (RLI)	(SPI) Specific Plan Implementation

As indicated in Table LU-1, existing land use and zoning designations immediately adjacent to the north, south, east, and west are the same or very similar to the proposed designation of the project.

TABLE LU-2 CONSISTENCY WITH POLICIES IN THE LUCI ELEMENT OF THE GP 2030 UPDATE

LUCI Goals & Policies	Project Description	Consistent (Y/N)?
GOAL 1: Increase the level of design quality and preserve and enhance Vista's identity and image.		
Policy 1.1: Require the application of the <i>City of Vista Design Guidelines</i> , including site design, architecture, lighting, and signage, when reviewing and approving new development and redevelopment.	As described in the Proposed Project Description and shown in Figures 4 and 5, the site design and architecture meets or exceeds all design guidelines and standards and is consistent with the underlying land use and zoning designations.	Y
Policy 1.6: Encourage undergrounding of utilities and discourage new electric and communications lines to be added to existing aboveground utility systems.	All new electric and communication lines that serve the project would be placed underground.	Y
GOAL 2: Preserve and enhance the characteristics and features of neighborhoods that share common development patterns, topography, major streets, and zoning patterns.		
Policy 2.3: Specific Plans shall not be used as a tool to modify or avoid zoning regulations that are consistent with surrounding development patterns or standards that would otherwise apply.	The project as proposed is consistent with the land use types and allowable uses defined by the underlying Research Light Industrial (RLI) and SPI (Specific Plan) development patterns and standards.	Y
GOAL 4: Promote sustainable and smart growth land use patterns and development regulations and guidelines.		
Policy 4.9: Ensure that new development complies with the California Green Building Standards Code (the CALGreen Code) to promote sustainable design and construction practices and positive environmental impacts in planning and design, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency.	The project is being designed to be a LEED Certified building and these practices are incorporated in the demolition plan and land recycling approach to the project. The project will be conditioned to comply with all applicable building codes and standards (which includes application sections of the CALGreen Code) in affect at the time of construction.	Y
GOAL 6: Revitalize or redevelop aging or underutilized uses, properties, districts and corridors.		
Policy 6.1: Facilitate revitalization or redevelopment of underutilized commercial properties, districts and corridors through the development of compact and sustainable development patterns that allow flexibility to meet local needs and respond to market demands.	The existing on-site commercial building was developed in approximately 2005 and the proposed project is a redevelopment project that takes advantage of an underutilized site for the new light industrial building.	Y

b. No IMPACT. The applicant seeks approval of a SDP to redevelop an existing developed parcel and construct a 123,705 SF light industrial building on a 7.81-acre site within the existing Vista Business Park Specific Plan area. The proposed project's consistency with GP 2030 (adopted 2012), the Zoning Ordinance, and other land use plans and policies, and the surrounding land uses is discussed below.

GENERAL PLAN 2030 UPDATE

Land Use and Community Identity Element

As stated in Chapter 2, the project site is currently designated as Research Light Industrial (RLI) and would remain unchanged with the project. The City's General Plan also identifies the site as being within a "redevelopment area" and a SANDAG smart growth area.

The project has been designed to be consistent with the proposed GP 2030 land use (and zoning) designations for the site. Therefore, the proposed development would be compatible with the surrounding industrial and commercial character of this part of the City and would also be consistent with the land use designation in the Land Use and Community Identity Element of GP 2030 (City of Vista, 2012a). As a result, no impacts would occur.

Circulation Element

The property is located at 1430 Decision Street and is bounded on the west by Business Park Drive, on the north by Scott Street and on the east by Decision Street. Access to the site is provided by two driveways on Decision Street. Business Park Drive, which is adjacent to the subject property on the west, is classified as a four-lane collector according to the COV Circulation Element. In the project vicinity, the roadway is currently built as a 4-lane undivided collector. Scott Street and Decision Street, which are also adjacent to the project site, are undesignated roadways within the COV Circulation Element.

The existing structure on-site was constructed in approximately 2005 for the specific use as a commercial office building. The building is currently vacant. As noted in Section XVII (Transportation and Traffic), the proposed project would result in a net decrease in trips generated at the site due to the nature of the facility that is proposed which has a lower trip generation rate when compared to the existing building.

The proposed project meets RCS Policy 2.7 and Goal 2 through the GHG Emissions analysis prepared in Section VIII, Greenhouse Gas Emission in this CEQA document. As described in Section X, Hydrology and Water Quality of this document, the design of the proposed project incorporates a number of LID techniques and facilities that meets RCS Policy 4.6 and Goal 4. Therefore, implementation of the proposed project would be consistent with the goals and policies of all applicable Elements of the GP 2030, and impacts would be less than significant.

OTHER GENERAL PLAN ELEMENTS

The proposed project would be conditioned to comply with all applicable noise standards and would be adequately served by existing public services, and would require compliance with the COV's building, and fire codes and with the seismic regulations within the CBC. The project site does not contain any designated open space. Consequently, no inconsistencies with the COV's Noise Element, Public Safety Element, and Healthy Vista Elements are anticipated as a result of project implementation, and no impacts would occur.

ZONING ORDINANCE

As stated above, the applicant is proposing a site redevelopment project that is consistent with the underlying Vista Business Park Specific Plan development standards with respect to permitted uses; building heights; setbacks; lot coverage; and utilities under the SPI (Specific Plan Implementation) designation. The setbacks, building height, lot coverage, and utilities meet, or exceed, all minimum requirements:

Setbacks

Per the VBP - SP Zoning standards, the required minimum front setback is 20 feet. There are no minimum required rear or side yard setbacks.

Building Height

No building or structure shall exceed two stories or 45 feet in height, whichever is the lesser.

Utilities

All electrical and communication infrastructure shall be installed underground within the boundaries of the building site for which a building permit is requested.

As discussed in various sections of this document, the architectural plan would be reviewed again by the Building Department and the City Planner prior to the applicant obtaining a building permit for consistency with the Zoning Ordinance. As a result, no impacts would occur.

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?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

DISCUSSION

a - b. No IMPACT. As noted above, the site is located within the Vista Business Park Specific Plan area and is fully developed and has been occupied by an existing two-story commercial office building since approximately 2005. The California Department of Conservation's Division of Mines and Geology does not identify the project site as a site with high potential for aggregate or mineral resources. In addition, the GP 2030 (adopted 2012) does not identify the project site as a locally important mineral resource recovery site. As a result, implementation of the proposed project would not result in the loss of availability of a regionally or locally known mineral resource; therefore, no impacts 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?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

The discussion below is based on the findings contained within the *Noise Technical Report, 1430 Decision Street Project, City of Vista (Noise Report)* (RCH Group [RCH], 2022a) prepared for the project. The document is on file and available for review in the COV's Planning Division office.

DISCUSSION

A. LESS THAN SIGNIFICANT IMPACT.

NOISE DESCRIPTORS

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. All references to dB in this analysis will be A-weighted unless noted otherwise. Time-averaged noise levels are expressed by the symbol Leq, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dB weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dB weighting. This is similar to the Day Night sound level (L_{dn}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

REGULATORY FRAMEWORK

City of Vista Noise Ordinance (Municipal Code, Chapter 8.32, Noise Control)

Sections 8.32.010 through 8.32.060 of the COV's Municipal Code pertain to noise requirements and enforcement of violations. The COV has adopted the County's Noise Ordinance for the purpose of controlling excessive noise levels, including noise from construction activities.

Table NOI-1, Applicable Exterior Property Line Noise Limits, lists the applicable exterior property line noise limits. This table is specific to the COV and replaces the table in Section 36.404 of the 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-1 APPLICABLE EXTERIOR PROPERTY LINE NOISE LIMITS

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

Source: City of Vista Municipal Code Section 8.32.40

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

As discussed above, the Project site is within the Vista Business Park Specific Plan. Therefore, the applicable property line noise limit is 70 dB (One-hour average at any time).

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

- a) Between 7:00 p.m. and 7:00 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 10:00 a.m. and 5:00 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 8-hour period, between 7:00 a.m. and 7:00 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.

Section 36.410 of the County's ordinance provides additional limitation on construction equipment beyond Section 36.404 pertaining to impulsive noise. Except for emergency work or work on a public road project, no person shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level shown in Table NOI-2, Maximum Sound Levels (Impulsive), when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period.

TABLE NOI-2 MAXIMUM SOUND LEVELS (IMPULSIVE)

Occupied Property Use	Decibels (dBA) LMAX
Residential, village zoning or civic use	82
Agricultural, commercial or industrial use	85

Source: County of San Diego Municipal Code Section 36.410

The minimum measurement period for any measurements is one hour. During the measurement period, a measurement must be conducted every minute from a fixed location on an occupied property. The measurements must measure the maximum sound level during each minute of the measurement period. If the sound level caused by construction equipment or the producer of the impulsive noise exceeds the maximum sound level for any portion of any minute, it will be deemed that the maximum sound level was exceeded during that minute.

ENVIRONMENTAL SETTING

Sensitive Land Uses

Noise-sensitive land uses are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, churches, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. There are no sensitive receptors within 1,000 feet of the project site. The nearest sensitive receptors are residences approximately 2,000 feet to the east. The nearest school (Kindergarten) is approximately 3,000 feet to the north.

METHODOLOGY

The Federal Highway Administration (FHWA) Roadway Construction Noise Model 1.1 was used to evaluate the impacts of construction and operational noise (see Noise Report for more details).

NOISE IMPACTS

Potential noise impacts associated with the project are primarily related to the short-term operation of conventional heavy-duty construction equipment, and long-term operational noise typical of industrial land uses.

Construction Noise Impacts

Project construction activities would include demolition of the existing two-story office building and construction of the project. Construction activities would occur during the construction hours contained in the adopted County of San Diego Noise Ordinance Sections 36.408 and 36.409 between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction is permitted on Sundays or on holidays.

Demolition and construction activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, excavators, front loaders, etc.) and other construction equipment (e.g., compactors, pavers, concrete mixers, trucks, etc.). The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment. Table NOI-3, Construction Equipment Noise Levels, provides the noise levels at 50 feet and 240 feet (distance from the center of the project site to the nearest property boundary) for expected construction equipment.

TABLE NOI-3 CONSTRUCTION EQUIPMENT NOISE LEVELS

Construction Equipment	L_{MAX} at 50 feet	L_{MAX} at 240 feet¹
Backhoe	78	64
Compressor	78	64
Concrete Mixer Truck	79	65
Concrete Saws	90	76
Dozer	82	68
Dump Truck	76	62
Excavator	74	60
Flat Bed Truck	77	63
Front End Loader	76	62
Generator	80	66
Grader	81	67
Paver	85	71
Roller	80	66
Tractor	84	70
Vibratory Concrete Mixer	79	65
Welder	73	59

Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006 and FHWA RCNM Version 1.1.

Note: This is the distance from the center of the project site to the nearest property line.

Construction equipment would not all operate at the same time or location. Furthermore, construction equipment would not be in constant use during the 8-hour operating day. An excavator, loader, and dump truck were analyzed together for construction noise impacts (due to their likelihood of being used in conjunction with one another) using the FHWA's Roadway Construction Noise Model (RCNM Version 1.1) (see *Noise Report* for more details).

Based on these assumptions, grading operations using an excavator, dozer, and dump truck would result in noise levels of 63.1 dB, Leq and 67.1 dB, Lmax at 240 feet (See *Noise Report* for construction noise modeling). These noise levels would not exceed the COV's Noise Ordinance standard of 75 dB, Leq (8-hour standard) or a maximum impulsive noise level of 82 dB, Lmax at the nearest occupied property line. Therefore, project construction would result in a less-than-significant impact.

Operational Noise Impacts

As stated in the *Noise Report*, future on-site equipment operational noise would be potentially significant if the one-hour average sound level at any point on or beyond the boundaries of the property exceeds 70 dB Leq (1-hour average). Operational noise from loading dock activities, project traffic, and stationary equipment would not exceed the COV's Noise Ordinance standard for exterior property line limits of 70 dB Leq (1-hour average). Thus, project operation would result in a less-than-significant impact.

b. LESS THAN SIGNIFICANT IMPACT. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. At the highest levels of vibration, damage to structures is primarily architectural and rarely results

in any structural damage. A peak particle velocity (ppv) threshold of 0.5 inches per second or less is sufficient to avoid structural damage (Caltrans, 2013). Project construction would utilize typical construction equipment and would not generate significant sources of vibration such as pile driving and/or blasting. Vibrational effects from typical construction activities are only a concern within 25 feet of existing structures (Caltrans, 2002). Construction would not occur within 25 feet of an existing off-site structure. Thus, the project would result in a less-than-significant impact.

C. LESS THAN SIGNIFICANT IMPACT. The project site is subject to some distant aircraft noise, though the project site is not within the vicinity of a public airport or private airstrip, or within an airport land use plan. The nearest airport is the McClellan-Palomar Airport, located approximately three miles to the southwest. At this distance, no effects related to airport noise would occur at the project site. Thus, the project would result in a less-than-significant impact.

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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION

a - b. No IMPACT. The project proposes to redevelop an existing developed 7.81-acre site within the Vista Business Park Specific Plan area in southern Vista. The existing building on-site is a commercial office building and the proposed project would demolish the existing structure and replace it with a new light industrial building. As stated in Chapter 2 of this document, all necessary wet and dry utilities such as sewer, water, electricity, etc. are already available on-site to support the existing development on-site. The proposed project is consistent with the underlying General Plan land use and zoning designation. Therefore, project construction would not result in potentially growth-inducing effects by extending utilities into an undeveloped area or displace existing housing or people. As a result, significant direct or indirect population growth, or the need for replacement housing, would not occur with project implementation.

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?	☐	☐	☒	☐
2. Police protection?	☐	☐	☐	☒
3. Schools?	☐	☐	☐	☒
4. Parks?	☐	☐	☐	☒
5. Other public facilities?	☐	☐	☐	☒

DISCUSSION

a1. LESS THAN SIGNIFICANT IMPACT.

FIRE PROTECTION SERVICES

The proposed project would result in less than significant impacts to fire protective services. The project site is an existing developed 7.81-acre site, located within the boundaries of the Vista Business Park Specific Plan, which has been occupied by an existing, two -story commercial office building since approximately 2005. The new building is required to meet all of the applicable fire codes set forth by the State Fire Marshal, the VFD, and the COV's Building Code. Implementation of the proposed project may result in a slight incremental increase in the demand for emergency services; however, the size and location of the project would not place an undue hardship on the fire department since they are presently servicing the site. In addition, the VFD reviewed the SDP for the proposed project and provided recommendations to reduce potential impacts to fire protective services. These recommendations are included in the Conditions of Approval for the project. The VFD would also review the building and precise grading plans when they are submitted to the COV and would also identify and provide additional recommendations to reduce any potential impacts. In addition, prior to final project approval, the COV Fire Marshal would verify that the project has been designed to conform to code. Therefore, implementation of the proposed project would not exceed the capacity of VFD to serve the site with existing fire protection services and resources.

a2 – a3. No IMPACT.

POLICE PROTECTIVE SERVICES

The proposed project would not result in any impacts on police protective services as the proposed new building would contain only a small office area and would largely be occupied by a warehouse that would be a secured facility. Increased demand for police protection is not expected since they are presently servicing the site, general project areas as well as the areas adjacent to, and across the street from, the site and implementation of the proposed project would not increase the number of staff on-site. For that reason, the

proposed project would not have an impact on the Vista Sheriff's Department abilities to provide police protective services to the proposed project, and no impacts would occur.

SCHOOLS

The new light industrial building that would be built as a result of the implementation of the proposed project would not result in an increase in the city's population as fewer employees are anticipated onsite relative to the number of employees associated with the existing two-story commercial office building that is located on-site. Light industrial facilities such as those proposed by the project are not subject to school impact fees. Therefore, no impacts to Vista Unified School District facilities are anticipated to arise from project implementation.

a4 – a5. No IMPACT. The project site is located adjacent to Business Park Drive, Scott Street and Decision Street which are maintained by the City's Department of Public Works. No roadway improvements are required to support the project. As a result, no significant impacts on the condition of the roads are anticipated from project implementation.

Due to the scope and nature of the light industrial building that is proposed, and the fact that this is a site redevelopment project, no impacts on libraries, senior centers, or other public facilities are anticipated. Consequently, significant impacts would not 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?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

DISCUSSION

a - b. No IMPACT. The project would not affect any property currently zoned for recreational or open space use. The project consists of the redevelopment of an existing, developed 7.81-acre parcel that is currently occupied by a two-story 98,000 SF commercial office building. Due to the scope, size and nature of the proposed project, no demands on existing recreational resources would be anticipated to occur. Therefore, physical deterioration of existing recreational facilities would occur due to project implementation. As a result, no impacts to recreational resources would occur.

The project does not propose the development of any public recreational facilities. As stated above, no changes to the demands for or on existing recreational resources would occur with project implementation due to the size, scope and nature and location of the proposed project.

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?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

DISCUSSION

a – NO IMPACT. The project would not construct, change, or improve any off-site transportation facilities. The project will continue to provide access via the two existing driveways located on Decision Street that current access the project site. Sidewalks are provided along the entire project frontage; therefore, no additional sidewalks would need to be implemented, as per Circulation Element Policy 6.4³. Based on Figure 6-1 of the *City of Vista Bicycle Master Plan, January 2015*, there are currently no bicycle facilities planned along Scott Street and Decision Street. The Bicycle Master Plan does identify Class II Bike Lanes to be implemented along Business Park Drive, which have already been implemented. Therefore, the project is not required to construct or improve any bicycle facilities, since all of the facilities identified within the Bicycle Master Plan, within the project area, have been implemented. There is currently a bus stop on located on the southeast corner of the Business Park Drive & Scott Street intersection (Stop ID: 24166) which serves NCTD Bus Route 332. The stop currently provides a bench, shelter, trash can, and route sign, thus no additional amenities are required. Since the project is not anticipated to make any changes to off-site transportation facilities and would design all of its internal transportation facilities to be consistent with COV Standards, it would not conflict with any identified program, plan, ordinance, or policy addressing the circulation system. Therefore, the project would have no impact.

b – LESS THAN SIGNIFICANT.

THRESHOLD

The City of Vista developed and adopted their *Transportation Impact Analysis* Guidelines in December 2020 to establish transportation impact thresholds that are consistent with *CEQA Guidelines section 15064.3, subdivision (b)(2)*. Section 6.0 of the guidelines established the vehicle miles traveled (VMT) significance thresholds, which determine when a land use development project would be associated with a significant VMT related impact. These thresholds are displayed below in **Table TRA-1**.

³CE Policy 6. 4: Require proposed developments to install sidewalks and wheelchair ramps that comply with ADA standards adjacent to all roadways within each development (*City Vista General Plan 2030, December 2011*).

TABLE TRA-1: CITY OF VISTA VMT BASED THRESHOLDS

Project Type	Metric	Significance Threshold ¹
Residential	Resident VMT / Capita	15 % below regional average
Commercial	Employee VMT / Employee	15 % below regional average
Industrial	Employee VMT / Employee	15 % below regional average
Retail ²	Net increase in the regional VMT	Net increase in regional VMT
Mixed-Use	Evaluate each land use separately	Based on proposed land use
Redevelopment ³	Based on the proposed land use	Based on the proposed land use

Source: City of Vista Transportation Impact Analysis Guidelines, December 2020, Table 6-3

Notes

1. The City may request the applicant to analyze VMT using a more localized threshold if the project requires.
2. Locally serving retail is presumed to decrease VMT however retail projects over 50,000 square feet are considered regionally serving.
3. A redevelopment project that reduces VMT is presumed to have less than a significant impact and is screened out. The removal of affordable housing will require VMT analysis.

Section 7.0 of the City's *Transportation Impact Analysis Guidelines* establish screening criteria which identify specific project types that are associated with VMT reducing characteristics, thus resulting in a less than significant impact. **Table TRA-2** displays the City's screening criteria.

TABLE TRA-2: SCREENED OUT PROJECTS

Project Type
Projects located in a Transit Priority Project Areas or Smart Growth Opportunity Area as identified in the most recent SANDAG Regional Plan and is consistent with the General Plan at the time of project application ^{1,2} .
Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map
Locally serving K-12 schools
Day care centers
Local parks
Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers
Community institutions (Public libraries, fire stations, local government)
Locally serving hotels (e.g., non-destination hotels, non-regionally serving)
Student housing projects on or adjacent to college campuses
Local serving community colleges that are consistent with the assumptions noted in the most recent SANDAG Regional Transportation Plan/Sustainable Communities Strategy
Affordable housing projects ³
Assisted living facilities
Senior housing (as defined by HUD)
Transit projects
Bike projects

Project Type
Pedestrian projects
Safety improvement projects (e.g., RRFBs and high visibility crosswalks at uncontrolled locations, pedestrian count down timers, additionally projects identified through the Highway Safety Improvement Program)
Safe Routes to School
Projects generating less than 500 daily vehicle trips (if inconsistent with adopted General Plan)
Projects generating less than 1,000 daily vehicle trips (if consistent with adopted General Plan)

Source: City of Vista Transportation Impact Analysis Guidelines, December 2020, Table 7-1

Notes

1. Projects located in a TPA must be able to access the transit station within a ½ mile walking distance or a 6-minute walk continuously without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (OPR, 2017). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (OPR, 2017).
2. Look up in the most recent SANDAG Transit Priority Project Areas map and the SANDAG Smart Growth Concept Map (North County Subregion).
3. If a project is a mix of affordable housing and market rate housing or unscreened use, only the affordable housing component would qualify as screened out. Additionally, any removal of affordable housing automatically requires CEQA VMT analysis.

DAY TO DAY OPERATIONS

Trip Generation

Table TRA-3 displays the anticipated daily and peak hour trip generation for the project. Trip generation rates were derived from SANDAG's (Not So) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002).

TABLE TRA-3: PROPOSED PROJECT TRIP GENERATION

Land Use	Units	Trip Rate	ADT	AM				PM			
				%	Trips	In	Out	%	Trips	In	Out
Science and Research Development ¹	-98,000 SF	8/KSF	-784	16%	-126	-113	-13	14%	-110	-11	-99
Warehousing	112,905 SF	5/KSF	565	13%	74	52	22	15%	85	34	51
Office	10,800 SF	20/KSF	216	14%	31	28	3	13%	29	6	23
Total			-3		-21	-33	12		4	29	-25

Note:

1. Removal of the existing office uses which currently occupy the project site.

As shown in the Table TRA-3, the project is anticipated to decrease the overall daily vehicular trip generation of the project site by 3 trips. Per the *City of Vista Transportation Impact Analysis Guidelines*, projects that generate less than 1,000 daily vehicle trips (if consistent with adopted General Plan) are screened out from conducting a VMT impact analysis (See Table TRA-2) and are assumed to have a less than significant impact.

It should also be noted that the project would also be screened out from conducting a detailed VMT analysis based on the Small Project Criteria outlined in the California Governor's Office of Planning and Research's

*Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018*⁴ (110 daily trips) as well. As such, the project would have a less than significant impact.

PROJECT CONSTRUCTION

Construction worker VMT is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which construction workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. It is important to note that construction traffic is temporary and is not expected to significantly increase VMT in the region over any length of time. This redistribution is considered to have a nominal and momentary effect on the regional and citywide daily VMT. Consequently, it is assumed that there will be no major changes in regional circulation during construction of the project, resulting in no conflicts or inconsistencies with CEQA Guidelines section 15064.3, subdivision (b).

c. No IMPACT. The project would not change any off-site transportation facilities and all on-site transportation facilities would be constructed to City of Vista standards. Additionally, the project land uses (Warehouse and office) are consistent with the surrounding land uses (commercial office, industrial/business park, and warehousing) within the area. Therefore, since the project would maintain similar land uses on the project site and does not intend to make any off-site changes to the transportation network, it would not increase hazards due to a change in geometric design features or through the creation of incompatible uses.

d. No IMPACT. The implementation of the project would not result in any changes to the adjacent transportation network or develop any new access points. Therefore, the implementation of the project would not result in inadequate emergency access to the project site or any adjacent land uses.

⁴The OPR Technical Advisory recommends using a screening threshold of 110 trips per day based on ITE Trip Generation rates, as compared to the City of Vista which recommends using a threshold of 1,000 or 500 daily trips (See Table X.2) using SANDAG's trip generation rates.

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?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

DISCUSSION

a. – c. LESS THAN SIGNIFICANT IMPACT.

RELOCATED, NEW OR EXPANDED UTILITY OR SERVICE SYSTEM INFRASTRUCTURE

The proposed project is a site redevelopment project that would replace an existing commercial building with a light industrial building. All wet and dry public utilities and infrastructure are in place and available to serve the project site without the need for relocated, new or expanded facilities. While new utility and service connections would need to be reconfigured within the parcel, these new connections would not result in a need to modify the larger off-site infrastructure.

As a result, implementation of the project would have a less than significant impact on water, wastewater treatment, storm water drainage, electrical power, natural gas, or telecommunications facilities or infrastructure.

SUFFICIENT WATER SUPPLY

Water service for the project would continue to be provided by the Vista Irrigation District (VID or District). The District is a member agency of the San Diego County Water Authority (SDCWA). VID imports approximately 70 percent of its potable water supply from SDCWA, who in turn buys it from the Metropolitan Water District

of Southern California (MWD). The remaining 30 percent of VID's supply is from Lake Henshaw, which is fed through precipitation from the San Luis Rey watershed. Proposed project and existing baseline water usage was developed with the computer modeling (CalEEMod) of the project's air quality and GHG emissions described in detail in Section III Air Quality and Section VIII, Greenhouse Gas Emissions. Based on CalEEMod, the existing office building consumes approximately 48 million gallons per year and the proposed project would consume approximately 29 million gallons per year, resulting in a significant decrease in water consumption at the project site. Since water supply is already provided to the parcel and the project would result in a decrease in water use when compared to the existing two-story office building on-site, water supply is not discussed further. Therefore, this impact would be less than significant.

ADEQUATE WASTEWATER TREATMENT CAPACITY

Wastewater is treated at the Encina Water Pollution Control Facility (Encina Facility), which is a conventional activated sludge wastewater treatment plant with a treatment capacity of 43.3 million gallons per day (mgd). The COV sewer system and the Encina Facility operate in accordance with applicable wastewater treatment requirements of the San Diego Regional Water Quality Control Board. The project is not expected to generate significant amounts of wastewater and any potential increase with the project would be negligible and thus would not exceed the capacity of the Encina Facility. Therefore, the project's contribution of wastewater would not require new water/wastewater facilities to be built or existing facilities to expand; as a result, impacts would be less than significant.

d – e. LESS THAN SIGNIFICANT IMPACT.

SOLID WASTE GENERATION

Construction of the project includes demolition activities and would generate some construction debris. As noted above in Chapter 2, the applicant for the project is seeking LEED certification and has developed a demolition plan that seeks to utilize existing materials on-site in the new building and parking lot to the maximum extent feasible. In compliance with AB 939, Municipal Code Chapter 13.17 - Construction and Demolition Debris Recycling, the City would require the diversion of at least 50 percent of the total construction and demolition debris generated by a project via reuse or recycling via a Waste Management Plan. To comply with this requirement, construction and demolition debris would typically be hauled to a Construction, Demolition and Inert (CDI) Recycling Facility, such as the Escondido Disposal Corporation's (EDCO) CDI facility in San Marcos. Any remaining debris that is not recyclable would be disposed at a licensed landfill such as the Sycamore Landfill in San Diego.

This is initiated through submission of a Waste Management Plan (WMP) ⁵, which is part of the submittal package for a building permit. Prior to Final Building Approval, the applicant shall submit to the WMP Compliance Official documentation that it has met the Diversion Requirement for the project.

According to CalEEMod (see above), once operational, the project is estimated to generate approximately 116 tons of solid waste per year compared to approximately 7 tons of solid waste per year for the existing office building. As discussed in the *GP 2030 PEIR* (City of Vista, 2012b), EDCO is the current contracted solid waste hauler for the City and would serve the project. EDCO has several recycling programs, and the company processes over 1,000 tons of recyclables each day within its three material recovery facilities. Once all recyclables are recovered, the remaining solid waste would be taken to the Sycamore Landfill, which has a permitted capacity of 5,000 tons per day (tpd), and an estimated remaining capacity of 113,972,637 cubic

⁵ This is initiated through submission of a Waste Management Plan (WMP), which is part of the submittal package for a building permit. Prior to Final Building Approval, the applicant shall submit to the WMP Compliance Official documentation that it has met the Diversion Requirement for the project.

yards according to CalRecycle. The average daily weight received at the Sycamore Landfill during September 2018 was 3,356 tons. Based on the project's projected daily generation of solid waste, the Sycamore Landfill can adequately accommodate the negligible amount of solid waste anticipated from operation of the project. Therefore, development of the project would generate solid waste that would be within the capacity of local landfills, resulting in less than significant impacts.

COMPLIANCE WITH SOLID WASTE STATUTES AND REGULATIONS

The COV complies with all federal, State, and local statutes and regulations related to solid waste, such as AB 939 and AB 341. EDCO also complies with all applicable federal and State solid waste regulations. The San Diego County DEH issues permits to all solid waste facilities in the county, including the Sycamore Landfill (37-AA-0023) which undergoes monthly inspections. As solid waste generated by the proposed project would be diverted to material recovery facilities, with the remaining waste hauled to the Sycamore Landfill (or any active, permitted landfill facility in the county), it would comply with existing regulations related to solid waste. Therefore, the project would comply with all applicable federal, State and local management and reduction statutes and regulations regarding solid waste, resulting in less than significant impacts.

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?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

DISCUSSION

a. No IMPACT. In general, Very High Fire Hazard Severity Zones (VHFHSZs) exist in the City's SOI immediately adjacent to the City boundaries. There are relatively large areas of VHFHSZ in the southern, eastern, and northeastern portions of Vista. Properties located in areas defined as a VHFHSZ are subject to more stringent building and landscape code requirements than are properties outside of that zone (*GP 2030 PEIR*, 2012b). The project site is located within the urban unzoned area as shown in the FHSZ Map layer of the VistaGIS map (2022). Parcels immediately surrounding the project site have the same designation. The closest VHFHSZ to the project site is located south of the site. The Vista Fire Protection District (VFPD) has adopted Emergency Evacuation Plans in its Community Wildfire Protection Plan to identify evacuation routes, emergency facilities, and available Vista Fire Department (VFD) personnel and equipment to effectively deal with emergency situations. As a result, no revisions to the adopted Emergency Evacuation Plans would be required due to the development of the proposed project.

The nearest VFD station is Fire Station No. 5 located at 2009 S. Melrose Drive. As discussed in Section IX Hazards and Hazardous Materials of this document, under resource topic F, the proposed project plans have been reviewed by the VFD, and the design would provide all required emergency access in accordance with the requirements of the Department. Therefore, implementation of the proposed project would not impair or physically interfere with an evacuation plan. As a result, no impacts would occur.

b. No IMPACT. As discussed in the *GP 2030 PEIR* (City of Vista, 2012b), the combination of southern California's Mediterranean climate (winter and spring rainfall and hot dry summers), and the frequency of high wind velocity from Santa Ana winds (which generally blow east to west) creates optimum conditions for

wildfires. Steep terrain also contributes to the rapid spread of wildfires. Slopes affect the behavior of fire because they can change the proximity of separate burns. Many hillside areas within Vista have slopes with a gradient greater than 30 percent, resulting in long, winding roads that terminate on the sides and tops of ridges leading to single-family residences.

The project site is located within an urbanized area in the southern portion of the city (see Figure 1, City Location Map, and Figure 2, Aerial Photo of Existing Property and Surrounding Land Uses in Attachment A) and is located north of the nearest VHFHSZ. The VFD and other City departments are active participants in the *Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) for San Diego County* (San Diego County, 2017), which identifies risks by natural and human-made disasters and ways to minimize the damage from these disasters. The City's portion of the *MJHMP* (2017) includes goals, objectives, and actions to reduce wildfire hazards within Vista. The City is responsible for implementing these goals and actions, which includes such actions as "continue to promote cooperative vegetation management programs that encompass hazard mitigation in the city and unincorporated areas that threaten the city" (San Diego County, 2017).

As stated in Chapter 2 of this document, the project site is disturbed, paved and generally flat. The project has been designed to meet all applicable development and fire codes, including landscaping and vegetation requirements. VFD has been involved in plan checks for the discretionary permit review process, and the proposed project has been approved. Once an application for a building permit is submitted, VFD would review all construction plans for adequate fire suppression, fire access, and emergency evacuation.

As a result, adherence to standard COV and State policies and regulations regarding fire codes would not result in exacerbating wildfire risks, and no impacts would occur.

c. No IMPACT. As previously discussed, all proposed project components would be located within the boundaries of the already developed project site, and impacts associated with the development of the project are analyzed throughout this document. As also noted above, the closest VHFHSZ to the site is located south of the site. The project has been designed to meet all applicable development and fire codes and VFD has been involved in plan checks for the discretionary permit review process and has preliminarily approved the project's compliance with its standards. As a result, adherence to standard COV policies in the installation or maintenance of associated infrastructure would not exacerbate fire risk, and no impacts would occur.

d. No IMPACT. As discussed above, the project site is located north of the nearest VHFHSZ. All proposed project components would be located within the boundaries of the project site, and impacts associated with the development of the project are analyzed throughout this document. The proposed project has been designed to meet all applicable development and fire codes and VFD has been involved in plan checks for the discretionary permit review process and has preliminarily approved the project's compliance with its standards. As a result, adherence to standard COV policies in the installation or maintenance of associated infrastructure would not 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; therefore, no impacts would occur.

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?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION

a. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. Given the nature of the proposed redevelopment project, the proposed project would not have the potential to degrade the quality of the environment or reduce the habitat of any sensitive plant or animal species. Mitigation has been included to avoid the potential for cultural resources and tribal cultural resources impacts during project site grading activities and construction. With implementation of mitigation measure CR-1, implementation of the project would not have the potential to eliminate important examples of California history or prehistory.

b. LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. All resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts, less-than-significant impacts or less than significant impacts with mitigation incorporated (cultural resources). In addition, taken in sum with other projects in the area the scale of the proposed project is small, and impacts to any environmental resource or issue areas would not be cumulatively considerable. Therefore, impacts would be less than significant with mitigation incorporated.

c. LESS THAN SIGNIFICANT IMPACT. The project would not consist of any uses or activities that would negatively affect any persons directly or indirectly. In addition, all resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or

less-than-significant impacts. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

Chapter 4

REFERENCES AND LIST OF PREPARERS

References

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. Referenced documents that are followed by a star (*) are on file and available for review at the City of Vista Planning Division office located at 200 Civic Center Drive, Vista.

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Attachment A – Figures

Figure 1 - City Location Map

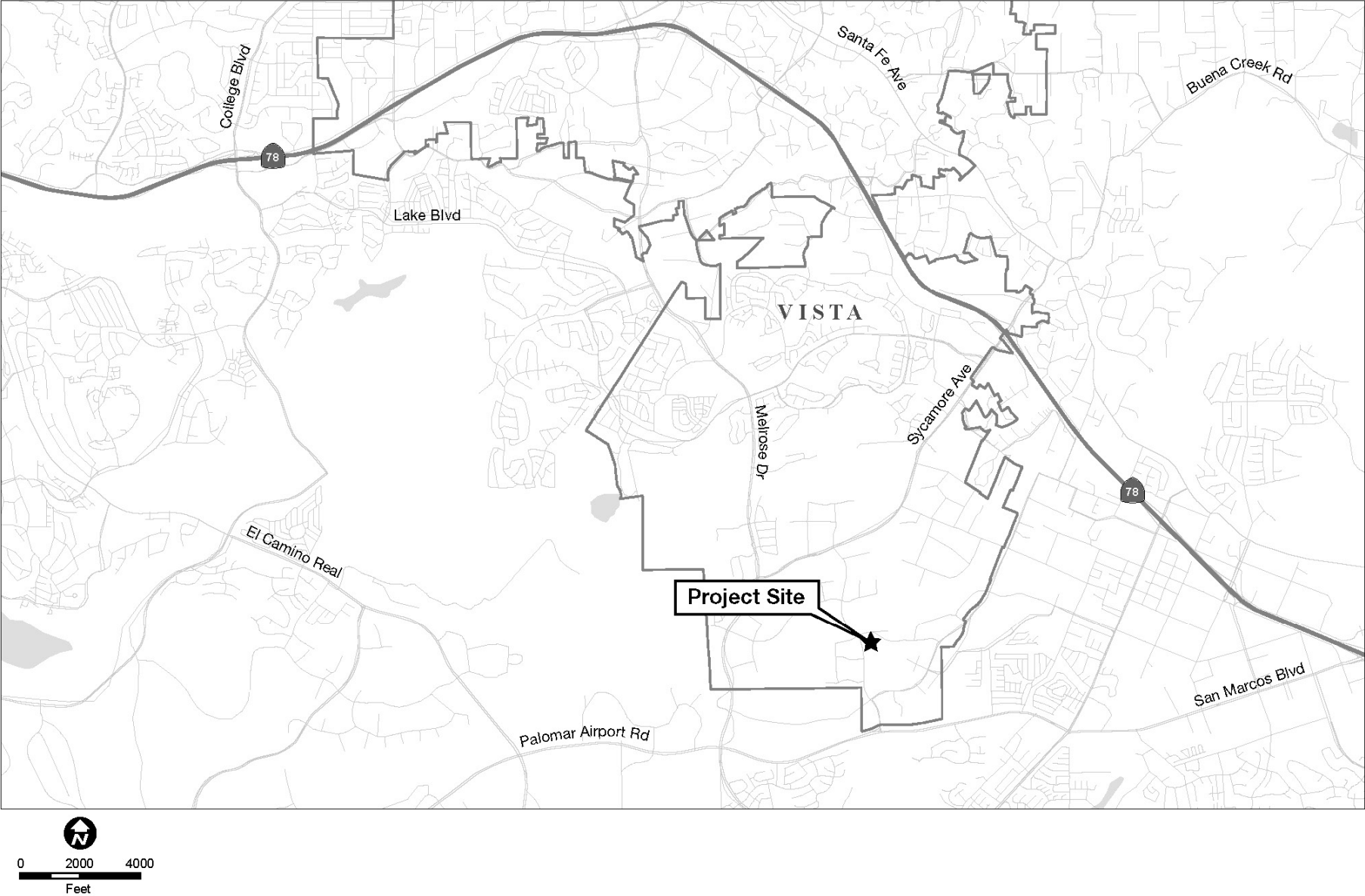


Figure 2 - Aerial Photo of Existing Property and Surrounding Area



Figure 3 - Aerial Photo of Existing Property and Surrounding Area



Figure 4 - Proposed Site Plan

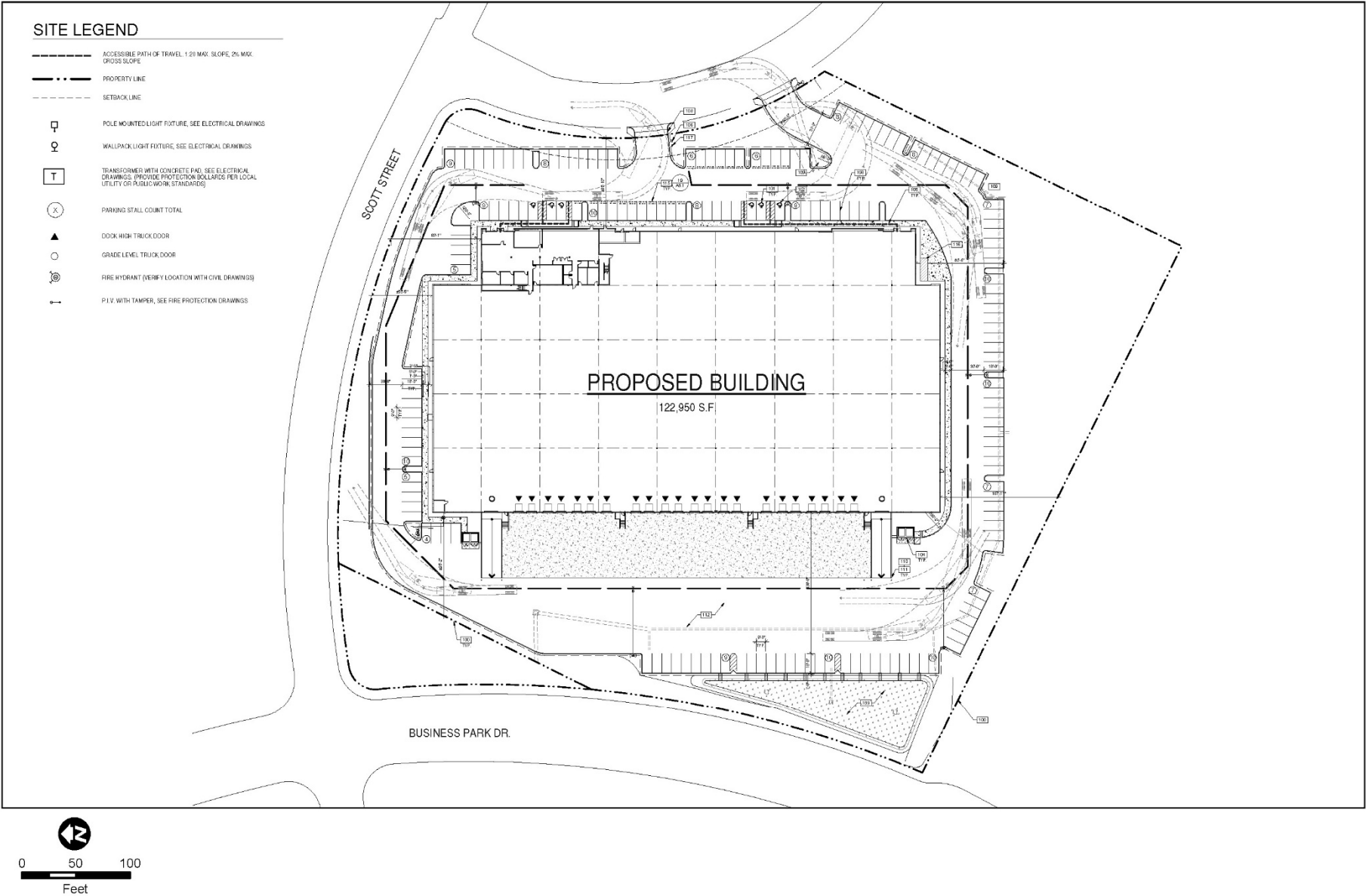


Figure 5 - Exterior Elevations

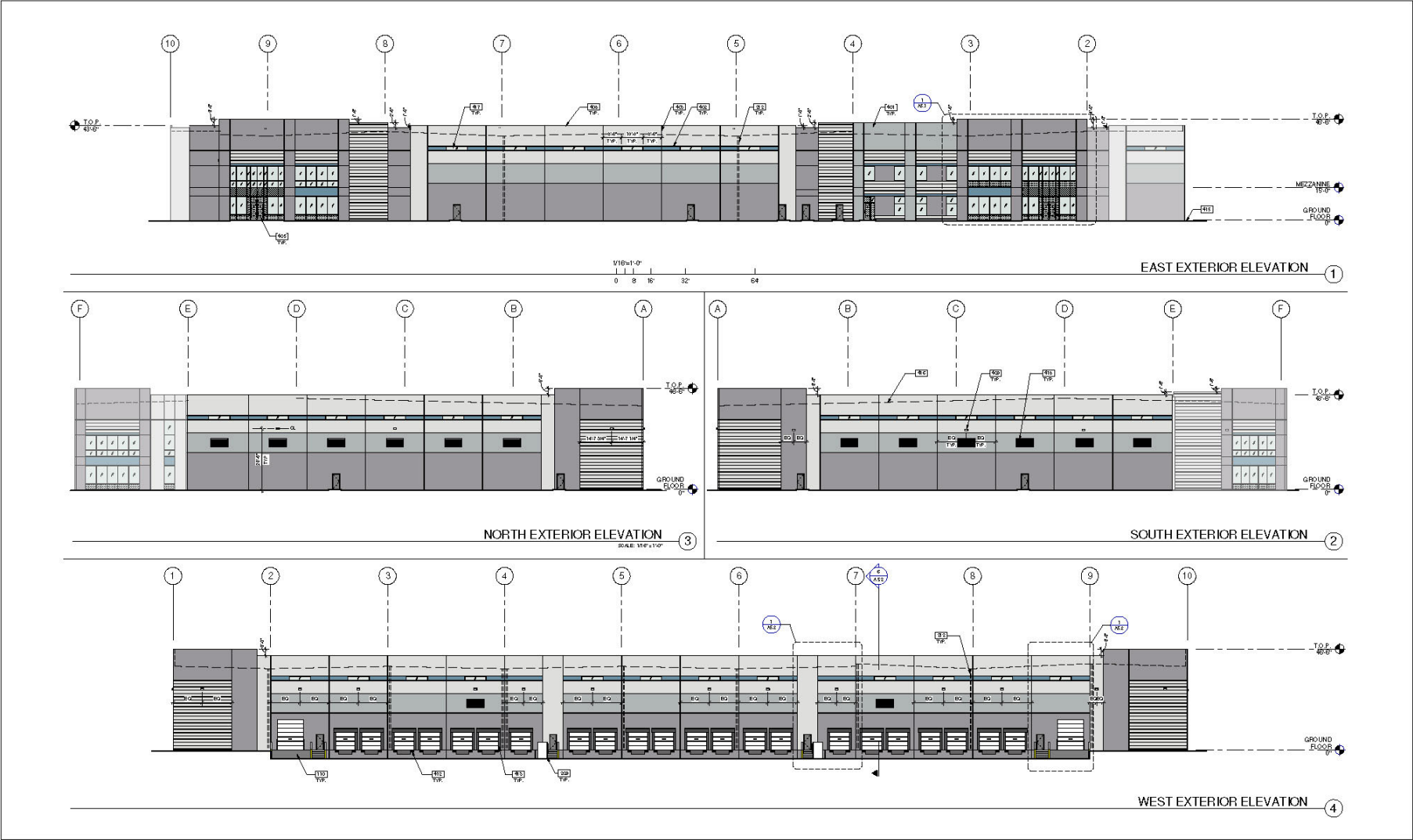
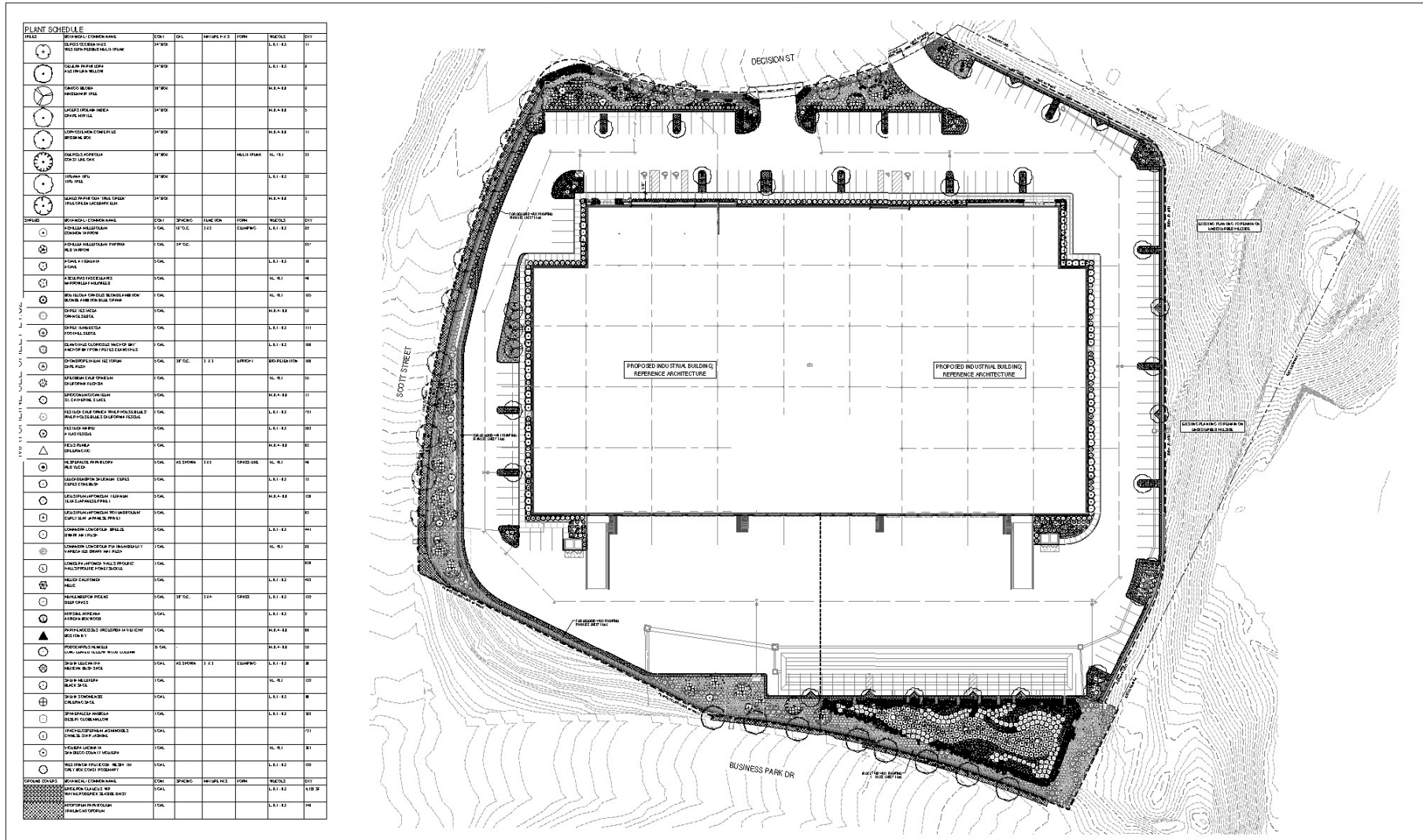


Figure 6 - Landscape Plan



Attachment B – Mitigation Monitoring & Reporting Program

City of Vista
Mitigation Monitoring and Reporting Program
Initial Study & Mitigated Negative Declaration P21-0339
February 2023

Project Name:	1430 Decision Street Redevelopment Project
Description:	The proposed 1430 Decision Street Light Industrial project (Project or project) involves the approval of a Site Development Plan (SDP) to allow demolition of an existing, vacant two-story, 98,000 square foot (SF) commercial office building and related infrastructure and redevelopment of the site with a 123,705 SF light industrial building and 175-space parking lot. The new building would not be a refrigerated or cold storage warehouse. Additional project elements include recycling of the existing onsite parking lot pavements and portions of the existing concrete building walls and reuse in the new structure with new underground utilities, and landscaping. The proposed site redevelopment project would encompass the entire parcel which is located within the existing Vista Business Park Specific Plan area
Location:	1430 Decision Street, at the southwest corner of the intersection of Decision Street and Scott Street, and adjacent to Business Park Drive on the west, within the city of Vista.

The following Mitigation Measures have been incorporated into the project design or are to be implemented before or during construction in accordance with the project Conditions of Approval, thereby reducing all identified impacts to less than significant levels.

Mitigation Measures		Staff Monitor	Timing of Compliance	Date of Compliance
CR-1	Cultural resource mitigation monitoring shall be conducted on the site to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a Qualified Archaeologist and a traditionally and culturally affiliated (TCA) Native American Monitor associated with a TCA tribe for, but not limited to, any clearing or grubbing of vegetation, tree removal, demolition and/or removal of remnant foundations, pavements, abandonment and/or installation of infrastructure; grading or any other ground disturbing or altering activities, including the placement of any imported fill materials (note: all fill materials shall be absent of any and all cultural resources); and any related road improvements, including, but not limited to, the installation of infrastructure, realignments, and/or expansions to parking lots. Other tasks of the monitoring program shall include the following: • The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. • The Qualified Archaeologist and TCA Native American Monitor shall attend at least one pre-construction meeting with the Contractor and/or associated Subcontractors (e.g., Grading Contractor) and a representative from the City of Vista's Engineering or Community Development departments to present the archaeological monitoring program as presented in these measures. • The Qualified Archaeologist shall maintain ongoing collaborative consultation with the TCA Native American Monitor during all ground disturbing or altering activities, as identified above. The Contractor or Grading Contractor shall notify the Director of Community Development & Engineering, preferably through e-mail, of the start and end of all ground-disturbing activities. • The Qualified Archaeologist and/or TCA Native American Monitor may halt ground-disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground-disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the Qualified Archaeologist and the TCA Native American Monitor. If a determination is made that the unearthed artifact deposits or tribal cultural resources are considered potentially significant, the consulting TCA Tribe(s) shall be notified and consulted in regards to the respectful and dignified treatment of those resources. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the TCA Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the Qualified Archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources. • The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible, culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a data recovery plan may be authorized by the City as the Lead Agency under CEQA. If data	City Planner and/or City Engineer	Prior to any and all on-site and off-site ground disturbing activities, including any informal or formal solicitation of construction bids	

Mitigation Measures		Staff Monitor	Timing of Compliance	Date of Compliance
	recovery is required, then the consulting TCA Tribe(s) shall be notified and consulted in drafting and finalizing any such recovery plan.			
CR-2	Prior to the submission of a grading plan to City staff for review, the Applicant or Owner, and/or Contractor shall enter into a Pre-Excavation Agreement with a Traditionally and Culturally Affiliated Native American Tribe ("TCA Tribe"). A copy of the agreement shall be included in the grading plan submission. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant or Owner, and/or Contractor, and the TCA tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, off-site infrastructure installation, grading, and all other ground disturbing activities.	City Planner	Prior to issuance of a demolition or grading permit, and throughout all ground disturbing or altering activities	
CR-3	Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which shall comply with Government Code Section 6254(r), shall be submitted by the Qualified Archaeologist, along with the TCA Native American Monitor's notes and comments, to the City Planner for the project administrative record.	City Planner	Prior to the issuance of a Grading Permit	
CR-4	All cultural materials that are associated with burial and/or funerary goods shall be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission (NAHC) per California Public Resources Code Section 5097.98.	Director of Community Development	Prior to the issuance of a Grading Permit	
CR-5	Recovered cultural material of historic significance, but not of tribal significance, shall be curated with accompanying catalog, photographs, and reports to a San Diego curation facility that meets federal standards per 36 CFR Part 79. Materials of Native American origin should be catalogued in the field by the archaeologist with the TCA monitor present. No materials are to leave the project site. The cultural material can then be returned to the Tribe(s) for reburial on the project site as detailed below. Recovered cultural material of tribal cultural significance shall be repatriated as stipulated in the pre-excavation agreement as described in CR-2. Onsite Resource Reburial: Upon completion of all ground-disturbing and grading activities on the Project site, the TCA monitor and representatives from the Tribe(s) will rebury any resources recovered from the Project site in an open space area that will remain free from any active recreational uses or any further excavation or ground disturbance. Any reburial site shall be culturally appropriate and explicitly approved in writing by the consulting Tribe(s). The reburial location will be covered first by a layer of geomat and then backfilled with clean fill dirt. Once reburial activities are completed, the site will be protected via a restrictive covenant or similar deed restriction that prohibits future excavation or disturbance of the reburial location.	City Planner	Prior to the release of the Grading Bond	
CR-6	As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County	City Planner	Throughout all ground disturbing or altering activities	

Mitigation Measures	Staff Monitor	Timing of Compliance	Date of Compliance
Coroner's office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the Qualified Archaeologist and/or the TCA Native American monitor) shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by the Qualified Archaeologist and/or the TCA Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission would then make a determination as to the Most Likely Descendent. If Native American remains are discovered, the remains shall be kept <i>in situ</i> ("in place"), or in a secure location in close proximity to where they were found, until after the Medical Examiner makes its determination and notifications, and until after the Most Likely Descendant is identified. The analysis of the remains shall only occur on-site in the presence of a Most Likely Descendant. The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply, and the mediation process will occur with NAHC. In the event that mediation is not successful, the landowner shall rebury the remains at a location free from future disturbance (see Public Resources Code Section 5097.98(e) and 5097.94(k)).			