

## **Other Regional Plans**

Implementation of the DVSP Update is affected by regional plans including the RAQS, 2008 County CMP, RCP, RTP, Basin Plan, and Carlsbad WURMP. A brief project consistency analysis with these plans is provided in the following sections.

### ***Regional Air Quality Strategy***

As discussed in Section 4.2.5.1, Issue 1 – Consistency with RAQS, projects that propose development that is consistent with the growth anticipated by SANDAG would be consistent with the RAQS. The overall increase in housing units and corresponding population proposed by the DVSP Update represents a difference of less than one percent over the existing SANDAG projections for the City. Therefore, although the DVSP Update would incrementally increase the housing capacity in the downtown area, the overall growth for the region remains consistent with SANDAG's citywide projections. Additionally, the DVSP Update accommodates compact, mixed-use development that would place residents in close proximity to commercial, municipal, and recreational land uses and would reduce vehicle trips, which would result in fewer vehicular emissions compared to more traditional single-family residential developments. Therefore, the DVSP Update would not conflict with the RAQS.

### ***2008 CMP***

The CMP adopted for San Diego County requires enhanced CEQA review of regional impacts of large-scale projects and establishes operational standards for specific arterials and highways. The traffic impact study for the DVSP Update was prepared in accordance with CMP requirements and is provided in Appendix J. Therefore, the DVSP Update is in compliance with the CMP.

### ***Regional Comprehensive Plan***

The RCP serves as a planning framework for the San Diego region. The policies identified in the RCP would be considered during updates to the City's General Plan. Therefore, the consistency of the DVSP Update with the General Plan would ensure compliance with the RCP.

## **Regional Transportation Plan**

The vision of the RTP for transportation development in San Diego through 2030 is to provide more convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight. The DVSP Update proposes a mix of land uses in the SPA that would reduce dependence on vehicular travel. By providing amenities close to the Sprinter stations, it is anticipated that the development proposed in the DVSP Update would encourage Sprinter ridership and create an activity node that caters to rail users. Additionally, the vision and guiding principles identified for each planning area in the DVSP Update encourage alternative transportation. The guiding principles and planning area goals are supported by area-wide design and development guidelines that would encourage alternative transportation throughout the SPA. These guiding principles and development guidelines are listed in Section 4.15.5.5, Issue 7 – Alternative Transportation. Therefore, the DVSP Update would be consistent with the RTP vision for transportation development in San Diego.

### ***Basin Plan***

An analysis of the potential effects of the DVSP Update on water bodies with regard to impairment and exceedance of water quality standards identified in the Basin Plan are discussed in Section 4.8, Hydrology and Water Quality. As discussed in that section, the DVSP Update would implement BMPs during and after construction activities, which would ensure that runoff from the SPA would not impact or impair downstream receiving waters or result in an exceedance of water quality standards. Therefore, the DVSP Update would be consistent with the policies identified in the Basin Plan.

## Carlsbad WURMP

The goal of the Carlsbad WURMP is to positively impact the water quality of the receiving waters in the CHU. The City, along with the other jurisdictions in the Carlsbad watershed, prepared the Carlsbad WURMP to implement the requirements of the San Diego Municipal Stormwater Permit in the CHU. As discussed in Section 4.8.4.2, Issue 2 – Water Quality, future development and redevelopment projects initiated under the DVSP Update would be required to comply with the SUSMP requirements contained in the Stormwater Manual as a condition of project approval, as required by the San Diego Municipal Stormwater Permit and Chapter 13.18 (Stormwater Ordinance) of the City's Municipal Code. Mandatory compliance with Chapters 13.18 (Stormwater Ordinance) and 17.56 (Grading Ordinance) of the City's Municipal Code and incorporation of the applicable Green Building and Sustainable Design Guidelines in the DVSP Update, listed in Section 4.8.4.2, would ensure that future projects under the DVSP Update would not violate water quality standards, provide additional sources of polluted runoff, or otherwise substantially degrade surface or groundwater quality during or post-construction. Therefore, implementation of the DVSP Update would not adversely impact the water quality of receiving waters in the CHU and would be consistent with the Carlsbad WURMP.

### SIGNIFICANCE OF IMPACT

The DVSP Update would be consistent with the adopted community plan land use designations for the site and all applicable land use plans, policies, and regulations of any agency with jurisdiction over the SPA, with the exception of General Plan Goal 1, Policy 1.2, and Policy 1.7 of the Circulation Element and Criterion E of the Community Facilities Element because implementation of the DVSP Update would result in two intersections operating at a LOS of E or F after mitigation.

### MITIGATION MEASURES

Implementation of mitigation *Tra-1* through *Tra-10* in Section 4.14, Traffic, would minimize impacts associated with increase in traffic to the extent feasible; however, two intersections would continue to operate at a LOS below D: Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street. Therefore, impacts would remain significant and unavoidable.

#### 4.9.5.2 Issue 3 – Physically Divide an Established Community

*Would implementation of the DVSP Update physically divide an established community?*

### IMPACT ANALYSIS

The DVSP Update provides guidelines for future development that could occur in undeveloped or underutilized areas within the SPA. Existing residential homes and established communities would remain in place. The DVSP Update proposes some redevelopment within the commercial areas of SPA but these areas would remain within the existing commercial development footprint and would not disrupt the access patterns or circulation to adjacent communities. Furthermore, the DVSP Update does not propose the addition of any new roadways, bridges, open space preserves or other land use changes which would physically divide existing communities. Therefore, implementation of the DVSP Update would not result in a physical division of the surrounding community. No impact would occur.

### SIGNIFICANCE OF IMPACT

The DVSP Update would not cause the physical division of an established community. Therefore, no impact would occur.

## MITIGATION MEASURES

Because the DVSP Update would not result in significant impacts related to the division of an established community, no mitigation measures are provided.

### 4.9.5.3 Issue 4 – Conflict with Existing Land Uses

*Would implementation of the DVSP Update result in a substantial physical conflict with existing adjacent land uses, including substantial incompatibility with significant wildlife, recreation, resource production, and hazard areas?*

## IMPACT ANALYSIS

The SPA is currently designated on the General Plan Land Use Map for the area contained within the existing Downtown Vista SP #26. This area would be designated as Mixed-Use with implementation of the DVSP Update. The boundary expansion proposed by DVSP Update would extend the SPA further to the southeast along S. Santa Fe Avenue to Monte Vista Drive, south along Escondido Avenue, and northwest along N. Santa Fe Avenue to W. Orange Street. In these areas, the DVSP Update proposes to amend these areas to the land designation of Mixed-Use.

The areas adjacent to the SPA have various land use designations, which include Commercial, Single Family/Spaced Rural Residential, Multi-family Residential, Mobile Home Park, Undeveloped, Other Facilities, Public Facilities, Religious Facilities, Industrial, Schools and Parks. The area within the existing SPA in the CBD designation includes similar land uses. The Mixed-Use land use designation of the DVSP Update would be compatible with existing land uses, and would feature many of these same land uses, including schools, parks, manufacturing, public/institutional uses, residential, and retail. No significant wildlife, recreation, resource production or hazard areas are located in the vicinity of the SPA that may conflict with the DVSP Update. Therefore, the DVSP Update would not physically conflict with existing adjacent land uses.

## SIGNIFICANCE OF IMPACT

The DVSP Update would be consistent with existing adjacent land uses. Therefore, no impact would occur.

## MITIGATION MEASURES

Implementation of the DVSP Update would not result in a significant impact related to conflicts with existing adjacent land uses. Therefore, no mitigation is required.

### 4.9.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative land use and planning impacts are the adjacent communities and applicable land use planning areas, primarily the City, as listed in Table 4.0-1. The analysis accounts for development of the related projects provided in Table 4.0-2.

#### 4.9.6.1 Land Use Plan, Policy, and Regulation Consistency

The land use plans, policies, and regulations applicable to the cumulative projects are the City General Plan, City Zoning Ordinance, MHCP, RAQS, CMP, RCP, RTP, Basin Plan, and the Carlsbad WURMP. The cumulative projects in Table 4.0-2 would result in new development in the City that would have the

potential to result in significant biological, air quality, traffic, or water quality impacts that would conflict with the applicable land use plans. Therefore, a significant cumulative impact would occur. Implementation of the DVSP Update would conflict with General Plan Policy 1.2 of the Circulation Element and Criterion E of the Community Facilities Element because implementation of the DVSP Update would result in eight intersections operating at a LOS of E or F. Implementation of mitigation measures *Tra-1* through *Tra-10* in Section 4.14, Traffic, would minimize impacts to the extent feasible; however, two intersections would continue to operate at a LOS below D: Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street. Therefore, the project's impact would be cumulatively considerable.

#### 4.9.6.2 Physically Divide an Established Community

The cumulative projects in Table 4.0-2 would include new development that would potentially result in the construction of new or widened roadways, designation of open space areas, or other features that would individually have the potential to physically divide an established community. Smaller cumulative projects would have the potential to provide a barrier to access that would physically divide a community. Therefore, the cumulative projects would have the potential to result in a significant cumulative impact associated with the physical division of an established community. The DVSP Update would not disrupt the access patterns or circulation to adjacent communities or result in any new roadways, bridges, open space preserves or other land use changes which would physically divide existing communities. Therefore, implementation of the DVSP Update would not result in cumulatively considerable contribution to a significant cumulative impact.

#### 4.9.6.3 Conflict with Existing Land Uses

Several of the cumulative projects listed in Table 4.0-2 are proposed in developed areas, such as the S. Santa Fe Commercial Center that would be located south of the SPA. This project would have the potential to conflict with existing surrounding development. Additionally, as discussed in Section 4.9.6.1, the cumulative projects would have the potential to conflict with applicable land use plans, policies, and regulations. Therefore, a significant cumulative impact would occur. However, the DVSP Update would be consistent with existing adjacent residential land uses and would not result in cumulatively considerable contribution to a significant cumulative impact.

### 4.9.7 REFERENCES

AMEC Earth and Environmental, Inc. and Conservation Biology Institute. 2003. *Multiple Habitat Conservation Program, Administered by SANDAG for the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista*. March.

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City of Vista. 1988. City of Vista General Plan.

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## 4.10 NOISE

This section of the PEIR is based on the *Noise Technical Report for the Downtown Vista Specific Plan Update* prepared by PBS&J in November 2009. The report, reproduced as Appendix H of this PEIR, addresses potential noise and vibration impacts associated with the DVSP Update during construction and operation.

### 4.10.1 EXISTING CONDITIONS

#### 4.10.1.1 Fundamentals of Environmental Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. The effects of noise can range from interference with sleep, concentration, and communication, to hearing loss with exposure at the highest levels.

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). At undesirable levels, pitch is generally an annoyance, while loudness can affect the ability to hear. The frequency of a sound is the number of individual sound waves striking our ears per unit of time, quantified in cycles per second, or Hertz (Hz). The sensation of a frequency is commonly referred to as the pitch of a sound. A high pitch sound corresponds to a high frequency sound wave and a low pitch sound corresponds to a low frequency sound wave. Loudness is a function of the amount of energy in a sound wave. This energy is, in turn, a function of sound pressure. The human ear is tuned to receive sound that is within a specific intensity range. Sound below the range is inaudible, while sound above the range can become painful and damaging to the ear.

The standard unit of measuring sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The decibel scale adjusted for A-weighting (dBA) provides this compensation by organizing frequencies in a manner approximating the sensitivity of the human ear. Over the audible range of pitch, the human ear is less sensitive to low frequencies and very high-pitched sound and is more sensitive to mid-frequency sounds. However, the human ear does not typically notice changes in noise level of less than three dBA. Individuals who are extremely sensitive to changes in noise may notice changes from three to five dBA. A five dBA increase is readily noticeable to most individuals and is the typical noise level that would cause a change in community reaction. However, 3 dBA is typically used as the significance threshold for increases in noise level because it is the smallest increase in noise level that may be noticeable to individuals. An increase of 10 dBA would be perceived by people as a doubling of loudness. A doubling of traffic flow on any given roadway would cause a noise increase of approximately three dBA.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about six dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source such as a heavily traveled traffic corridor, attenuates by approximately three dBA per doubling of distance, provided that the surrounding environment is "hard" (i.e., streets, concrete areas, etc.). Noise from less heavily traveled roadways in "soft" environments (i.e., vegetation) attenuates more rapidly, at about 4.5 dBA for each doubling of distance. Other factors that typically affect sound propagation in an outdoor environment are structural barriers and atmospheric conditions.

Community noise usually consists of a base of steady "ambient" noise that is the sum of many distant and indistinguishable noise sources, plus, superimposed on the distant background noise, the sound from individual local sources. These individual sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major thoroughfare.

A number of noise descriptors are used to analyze the adverse effect of community noise on people. To account for the varying nature of environmental noise, these descriptors consider that the potential effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, the context of the noise occurrence, and the time of day when the noise occurs. Common noise descriptors include the following:

- **Leq:** the equivalent energy noise level is the average acoustic energy content of noise, measured during a prescribed period, typically one hour. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during the exposure period. Leq values do not include a penalty for noise that might occur at night.
- **Ldn:** the Day-Night Average Sound Level (also abbreviated as DNL), is a 24-hour-average Leq with 10 dBA added to noise occurring during the hours of 10:00 p.m. to 7:00 a.m. to account for the greater nocturnal noise sensitivity of people.
- **CNEL:** the Community Noise Equivalent Level, is also a 24-hour-average Leq with five dB added to evening noise occurring between 7:00 p.m. and 10:00 p.m., and 10 dB added to nighttime noise occurring between 10:00 p.m. and 7:00 a.m.

Generally, the difference between Ldn and CNEL is less than a 2 dBA, and many jurisdictions consider the two metrics to be essentially equivalent. Other noise descriptors give information on the range of instantaneous noise levels experienced over time. Examples include:

- **Lmax** is the highest energy noise level experienced during a given period, usually a single event such as an aircraft overflight.
- **Lmin** is the lowest energy noise level experienced during a given period during a complete lull in activity.
- **Ln** values (centiles) indicate noise levels that were exceeded "n" percent of the time during a specified period. For instance, L50 is the noise level that was exceeded for a cumulative 50 percent of the time during a measurement period (e.g., 30 cumulative minutes during an hour measurement period).

Community noise environments are typically represented by noise levels measured for brief periods throughout the day and night, or during a 24-hour period. The one-hour period is especially useful for characterizing noise caused by short-term events, such as operation of construction equipment or concert noise (i.e., with Leq). Community noise levels are generally perceived as quiet when the CNEL is below 50 dBA, moderate in the 50 to 60 dBA CNEL range, and loud above 60 dBA CNEL. Along major thoroughfares, roadside noise levels are typically between 65 and 75 dBA CNEL.

The primary effect of noise on human health and welfare due to interference with activity comes from its effect on speech communication (EPA 1971). According to the EPA, the level for the protection of speech communication is a Leq of 45 dBA within a residence to provide for 100 percent speech intelligibility. The EPA, the Department of Housing and Urban Development (HUD), and the Federal Aviation Administration (FAA) have determined that sound levels up to 45 dBA Ldn (or CNEL) are acceptable within residential buildings. The EPA also identified an indoor Ldn of 45 dBA as necessary to protect against sleep disturbance.

Based on national averages, approximately 25 dBA of noise reduction from exterior noise can be expected with the windows closed. However, the actual interior noise level within a residence depends on the sound transmission loss qualities of the construction material and surface area of each element such as walls, windows, and doors. Other factors include the type of construction (brick, stucco, etc.), interior furnishings, orientation of the room relative to the noise source, and the manner in which the residence is ventilated. Assuming a very conservative structural noise insulation of 20 dBA for a typical residence in the San Diego area, this corresponds to an outdoor CNEL of 65 dBA to provide for 100 percent speech intelligibility and the minimization of sleep disturbance indoors with the windows closed.

#### 4.10.1.2 Fundamentals of Environmental Vibration

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Vibration consists of waves transmitted through solid material. There are several types of wave motion in solids, unlike in air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. This leads to the terminology of "structure-borne/ground-borne" vibration.

Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be comprised of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hz. Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

Ambient and source vibration information for this study are expressed in terms of the peak particle velocity (PPV) in inches per second (in/sec) that correlates best with human perception. The particle velocity is the velocity of the soil particles resulting from a disturbance. Agencies such as Caltrans use the PPV descriptor because it correlates well with damage or complaints. Caltrans estimates that the threshold of perception is approximately 0.006 in/sec PPV and the level at which continuous vibrations begins to annoy people is approximately 0.010 in/sec PPV.

#### 4.10.1.3 Existing Noise Conditions

##### Transportation Noise Sources

###### *Aviation*

The nearest airport to the proposed SPA is the McClellan Palomar airport, located approximately 4.6 miles southwest of the SPA. The SPA is subject to periodic commercial/general aircraft and helicopter overflights, but is not located within the Airport Influence Area (AIA) or 60 dBA CNEL contour of McClellan Palomar airport and is not exposed to aircraft noise in excess of regulatory limits.

### ***Roadways***

Vehicular traffic is the predominant noise source within the proposed SPA and surrounding area. Major roadways that traverse the SPA include Vista Village Drive, S. Santa Fe Avenue, and Escondido Avenue. Due to distance and intervening structures, the traffic noise from SR-78, located to the southwest of the SPA, is not discernable over traffic noise occurring on roadways in closer proximity to the SPA. Parking lots that serve commercial and multi-family residential developments in the SPA are also a source of traffic noise.

### ***Railroads***

The 22-mile Sprinter rail line is operated by the NCTD and runs between Oceanside, Vista, San Marcos, and Escondido. The rail line is parallel to the majority of the western boundary of the proposed SPA, and traverses the northwest and southwest corners of the SPA. Two Sprinter stops are located within the SPA. The Vista Transit Center is located at the northwest corner of the SPA, at the intersection of Vista Village Drive and Olive Avenue. The Escondido station is located near the southwest corner of the SPA on Escondido Avenue at the edge of the SPA. According to the Sprinter schedule effective July 12, 2008, the Sprinter stops at each station 66 times per day, Monday through Friday, between 4:30 a.m. and 9:00 p.m. This includes 32 westbound and 34 eastbound trips through the SPA in each direction, one trip each direction approximately every half hour. On weekend and holidays, the schedule is reduced to 24 westbound trips and 25 eastbound trips daily. This rail line is also utilized by the AT&SF Railroad for freight transport. According to the City's General Plan, approximately two AT&SF trains pass through the City on this rail line per day (one round trip).

### **Operational Noise Sources**

Existing operational noise sources in the proposed SPA include the operation of retail, commercial, residential, civic, and educational uses. General noise sources from commercial operations include car alarms and other parking lot noises; delivery trucks; and heating, ventilating, and air conditioning (HVAC) units. Intermittent or temporary neighborhood noise from amplified music, barking dogs, landscape maintenance, stand-by power generators, and construction activities generate noise in residential areas. Manufacturing, processing, and other light industrial and commercial uses typically generate noise from delivery trucks, cargo loading, and machinery. One educational facility, the Vista Magnet Middle School, is located in the proposed SPA at 151 Escondido Avenue. Noise sources from schools include children at play, school bells, and the school's public address system. The school includes play fields which host athletic events, resulting in noise from cheering or whistles and loudspeakers. Wildwood Park and Civic Center Park are also located in the SPA. Recreational land uses result in noise from children playing, athletic events, and landscaping maintenance activities. Sound levels from these noise sources vary depending on the type of noise generated and the noise attenuation incorporated into their design and placement.

### **Noise Sensitive Land Uses (NSLU)**

NSLU are land uses that may be subject to stress and/or interference from excessive noise. They include residences, hotels, dormitories, hospitals, schools (kindergarden-12<sup>th</sup> grade), and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. Existing NSLU in the SPA include residences, a library, and Vista Magnet Middle School. The library is located at 700 Eucalyptus Avenue near Civic Center Park in PA-2. Vista Magnet Middle School is also located in PA-2, across from the existing City Hall building at 151 Escondido Avenue. Existing residences are located throughout the SPA. Generally, residences are located north of Vista Village Drive in PA-1, along Oceanview Drive in PA-2, along Pala Vista Drive in PA-3, and south of Postal Way and west of Sunset Drive in PA-4. Residential development with the SPA is primarily multi-family residential, with some single-family residential uses planned north of Escondido Avenue in PA-4 and north of Vista Village Drive. The SPA

is also surrounded by existing residential development. Residences are generally located west of the Sprinter railroad tracks, north of Vista Village Drive, east of Escondido Avenue, between Escondido Avenue and Santa Fe Avenue, and east of Santa Fe Avenue. These developments are primarily single-family residences. The nearest hospital to the SPA is Rady Children's Hospital in Oceanside, located approximately three miles west of the SPA. Proposed NSLU within the SPA include schools in PA-1 and PA-2; live/work units, mixed use development, multi-family dwellings, and senior housing in all planning areas; hotel/motels in PA-1; and a library in PA-2.

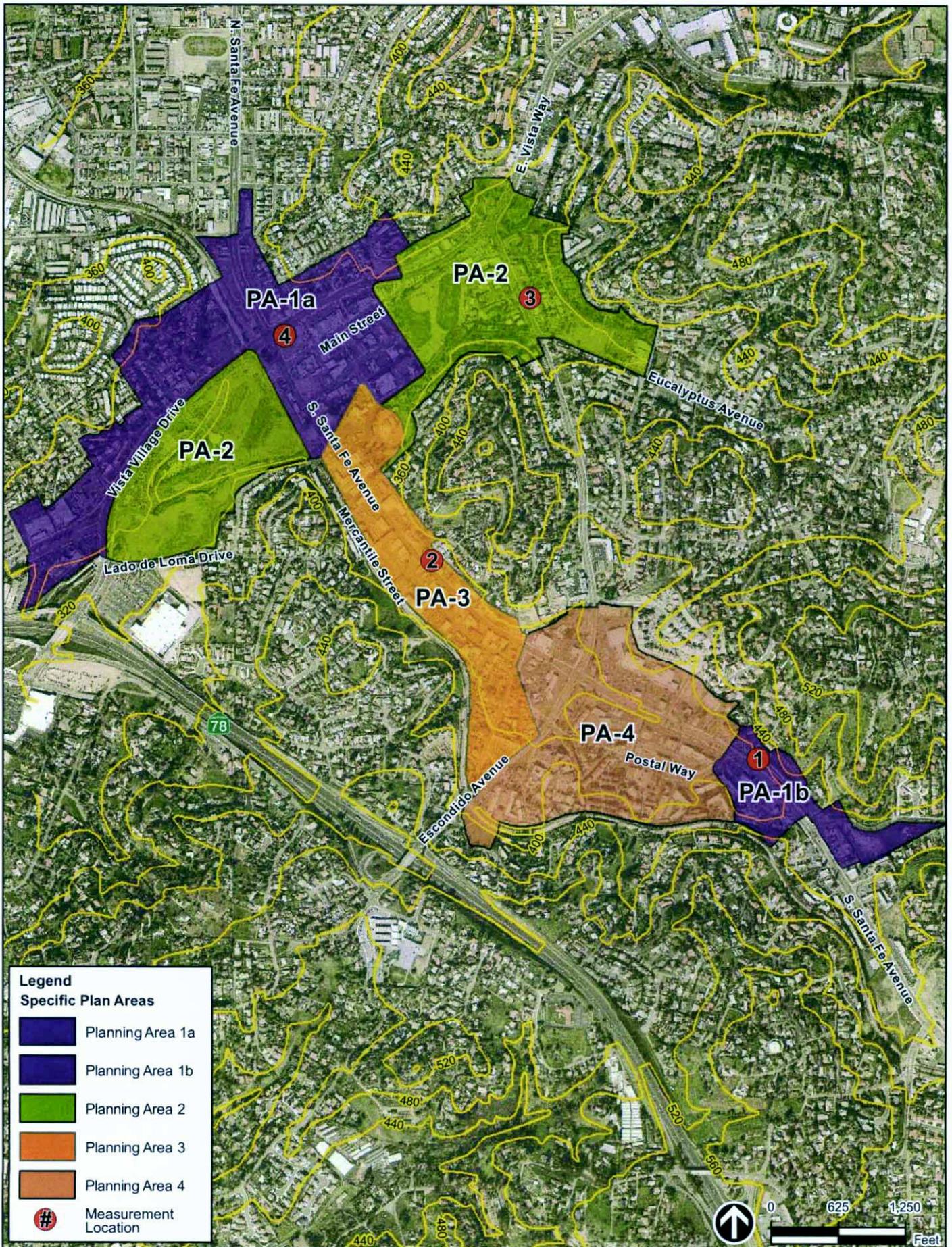
### Existing Noise Levels

An ambient sound level survey was conducted on June 9, 2009 to quantify the noise environment in the proposed SPA. A total of four measurement locations were selected along major roadway corridors in the area. The measurements were taken during daytime (3:00 p.m. to 6:00 p.m.) and were 15 minutes in duration. A Larson Davis Model 720 ANSI (American National Standards Institute) Type II Integrating Sound Level Meter was used to record ambient sound levels. Weather conditions during the measurements were calm, with partly cloudy skies and low humidity. Table 4.10-1 summarizes the measured Leq and noise sources for each monitoring location, and the monitoring locations are shown on Figure 4.10-1. The results of the ambient noise survey reflect noise levels that range between 65 dBA – 69 dBA, which exceed the daytime exterior noise limits established within the City's Noise Ordinance for residential (50 dBA for single family and 55 dBA for multi-family) and commercial development (60 dBA), as well as the noise levels recommended within the City's General Plan, as described below in Section 4.10.2, Regulatory Framework. The primary noise source in the SPA was traffic from the major roadways in the area, including S. Santa Fe Avenue, Vista Village Drive, and Escondido Avenue.

**Table 4.10-1. Ambient Sound Level Measurements (dBA)**

Location Number	Location	Date/Time	Leq	Lmax	Lmin	L(10)	L(50)	L(90)
1	Along S. Santa Fe Avenue between Alta Calle and Monte Vista Drive <b>Noise Sources:</b> Traffic on S. Santa Fe Avenue, some pedestrian and bicycle noise	6-09-09 / 3:21 p.m.	69	85.7	54.3	71.6	66.8	59.7
2	Along S. Santa Fe Avenue between Escondido Avenue and Terrace Lane <b>Noise Sources:</b> Traffic on S. Santa Fe Avenue, one Sprinter train including train horn, parking lot noise, minimal traffic on Terrace Lane	6-09-09 / 3:54 p.m.	67	77.9	52.3	70.3	65.7	58.9
	Along S. Santa Fe Avenue between Escondido Avenue and Terrace Lane <b>Noise Sources:</b> Traffic on S. Santa Fe Avenue, parking lot noise, minimal traffic on Terrace Lane	6-09-09 / 4:09 p.m.	66	76.9	49.7	69.6	65.2	57.7
3	Along Escondido Boulevard between Alta Vista Drive and Eucalyptus Avenue <b>Noise Sources:</b> Traffic on Escondido Boulevard, some pedestrian noise	6-09-09 / 4:55 p.m.	67	77.5	50.2	70.4	64.5	54.2
4	Parking lot south of Vista Village Drive between S. Santa Fe Avenue and N. Indiana Street <b>Noise Sources:</b> Traffic on Vista Village Drive, two Sprinter train crossings include crossing bells and train horn, traffic from other streets including S. Santa Fe Avenue, parking lot noise	6-09-09 / 5:22 p.m.	65	76.1	55.3	67.6	63.3	58.4
	Parking lot south of Vista Village Drive Between S. Santa Fe Avenue and N. Indiana Street <b>Noise Sources:</b> Traffic on Vista Village Drive, loud car stereos, traffic from other streets including S. Santa Fe Avenue, parking lot noise	6-09-09 / 5:37 p.m.	65	81.5	55.7	67.3	62.7	58.4

Source: PBS&J, June 9, 2009.



Source: City of Vista; SanGIS, 2009

**NOISE MEASUREMENT LOCATIONS**

**FIGURE 4.10-1**

**Table 4.10-2. Existing Traffic Noise Levels (CNEL)**

Roadway Segment	Existing (dBA) <sup>(1)</sup>
Olive Avenue, east of Plymouth Drive	65
W. Vista Way, Valencia Drive to Vista Village Drive	71
Vista Village Drive, SR-78 west bound ramp to Vista Way	74
Vista Village Drive, Vista Way to Olive Avenue	74
Vista Village Drive, Olive Avenue to Santa Fe Avenue	74
Vista Village Drive, Santa Fe Avenue to Main Street	70
Vista Village Drive, Main Street to Escondido Avenue	71
E. Vista Way, Escondido Avenue to Townsite	73
S. Santa Fe Avenue, California Avenue to Connecticut Avenue	71
S. Santa Fe Avenue, Washington Street to Vista Village Drive	71
S. Santa Fe Avenue, Vista Village Drive to Main Street	70
S. Santa Fe Avenue, Main Street to Guajome Street	70
S. Santa Fe Avenue, Guajome Street to Pala Vista Drive	69
S. Santa Fe Avenue, Pala Vista Drive to Escondido Avenue	68
S. Santa Fe Avenue, Escondido Avenue to Postal Way	69
S. Santa Fe Avenue, Postal Way to Monte Vista Drive	69
S. Santa Fe Avenue, south of Monte Vista Drive	69
Eucalyptus Avenue, Citrus Avenue to Escondido Avenue	60
Escondido Avenue, Vista Village Drive to Alta Vista Drive	70
Escondido Avenue, Alta Vista Drive to Eucalyptus Avenue	70
Escondido Avenue, Eucalyptus Avenue to Crescent Avenue	70
Escondido Avenue, Crescent Avenue to S. Santa Fe Avenue	71
Escondido Avenue, S. Santa Fe Avenue to Postal Way	70
Escondido Avenue, north of SR-78 west bound ramp	71
Escondido Avenue, SR-78 west bound ramps to SR-78 east bound ramps	69

<sup>(1)</sup> The Existing Scenario represents conditions in 2009. Noise levels are given at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2009). Decibel levels are rounded to the nearest whole number. See Appendix H for data sheets.

Source: PBS&J, 2009

The "Acoustical Assessment Report for the NCTD Oceanside-Escondido Rail Project," prepared by Dudek and Associates, Inc. in July 2004, includes estimates of noise levels from rail line operations. According to the report, the Sprinter line produces noise levels ranging from 58 to 61 dBA (Ldn) at a distance of 50 feet.

Estimated ADT values from the traffic study were used to model the change in noise levels resulting from increased traffic on roadway segments in the project vicinity. Table 4.10-2 provides the calculated existing noise levels. Noise levels are indicated at 50 feet from the centerline of each roadway segment. Noise levels at distances greater than 50 feet from the centerline would be lower due to attenuation provided by increased distance from the noise source. Generally, noise from heavily traveled roadways would experience a decrease of approximately 3 dBA for every doubling of distance. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, vegetation, and topography; therefore, the result of the

calculations is the worst-case scenario. As shown in Table 4.10-2, existing traffic noise levels throughout the SPA exceed the noise limits established by the City for commercial and residential land uses.

## **4.10.2 REGULATORY FRAMEWORK**

### **4.10.2.1 Federal**

#### **Federal Aviation Administration (FAA) Standards**

Enforced by the Federal Aviation Administration, Title 14, Part 150 prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes a 65 dBA CNEL as the noise standard associated with aircraft noise. This standard is also generally applied to railroad noise [FRA Part 150, Section 150.21].

#### **Federal Highway Administration (FHWA) Standards**

Title 23, Part 772 sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation FHWA. The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation (DOT) Federal Highway Administration Noise Standards. Title 23 establishes a 67 dBA standard to federal highway projects [23 CFR Chapter 1, Part 772, Section 772.19].

#### **Federal Transit Administration (FTA) Standards and Federal Railroad Administration (FRA) Standards**

Although the FTA standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (May 2006) are routinely used for projects proposed by local jurisdictions. The FTA and FRA have published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches/second PPV.

### **4.10.2.2 State**

#### **California Noise Control Act of 1973**

Sections 46000 – 46080 of the California HSC, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

### **California Noise Insulation Standards (CCR Title 24)**

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, CCR). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or Ldn) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dBA (California's Title 24 Noise Standards, Chap. 2-35).

#### **4.10.2.3 Regional**

##### **City of Vista General Plan**

The Noise Element of the General Plan has identified "Desired Maximum Sound Levels" for various land uses: CNEL limits up to 45 dBA are desired for single-family residential development, 50 dBA for multi-family residential development, 60 dBA for commercial land use, and 70 dBA for industrial land use. The General Plan notes that desired CNEL noise levels may not be feasible in all cases, but they represent a target level for which to strive.

Additionally, the General Plan recommends that any residential development proposed within the 65 dBA CNEL noise contour of a roadway require a special review including review of its design to ensure reasonable peace and quiet inside the buildings and outdoor private recreational areas. The design shall be certified by an acoustician as meeting such requirements. The General Plan also recommends that "quiet zones" be established around parks, churches, health facilities, and schools, but no zones or noise standards for such a zone have been established.

For the SPA area within the existing Downtown Vista SP #26, the SPA is currently designated as "Specific Plan Area" on the General Plan Land Use Map. The boundary expansion proposed by DVSP Update would extend the SPA further to the southeast along S. Santa Fe Avenue to Monte Vista Drive, south along Escondido Avenue, and northwest along N. Santa Fe Avenue to W. Orange Street. These areas are currently designated as Undeveloped, Commercial and Other Facilities, Industrial, and Mobile Home Park land uses. The areas of the proposed SPA that are within the boundaries of SP #26 are designated CA, CD, CBD, and MUR by SP #26.

##### **City of Vista Noise Ordinance**

The City has adopted the San Diego County Noise Ordinance for the purpose of controlling excessive noise levels, including noise from construction activities, within Chapter 8.32 of the City's Municipal Code, Noise Control (Vista Municipal Code Section 8.32.040). Table 4.10-3 lists the applicable exterior property line noise limits (which replaces the table in Section 36.404 of the County Ordinance).

The majority of land in the existing SP #26 area is zoned as CBD or CD. Implementation of the DVSP Update would re-zone the entire SPA area with a Mixed-Use Designation. The Noise Ordinance does not include specific noise limits for either the existing or proposed zoning designations. The existing and proposed land uses for the area are most similar to the Multi-Residential (RM) or Commercial (C-1) designations. Therefore, the noise limits for RM and C-1 are considered the noise limits applicable to the SPA.

**Table 4.10-3. Exterior Property Line Noise Limits**

Zone <sup>(1)</sup>	Time	Applicable Limit One-hour Average Sound Level (Decibels)
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	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 Specific Plan 20	Anytime	70

<sup>(1)</sup> A-1 = Agricultural, E-1 = Estates, O = Open Space, OSR = Open Space Residential, R-1B = Residence, MHP = Mobile Home Park, RM = Multi-Residential, C-1 = Commercial, C-2 = Commercial, O-3 = Office Park, C-T = Commercial Transient, OP = Office Professional, I-P = Industrial

The adopted San Diego 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:

- Between 7:00 p.m. and 7:00 a.m.
- On a Sunday or a holiday. For purposes of this section, a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10 a.m. and 5 p.m. at the person's residence or for the purpose of constructing 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 limitations in sections 36.409 and 36.410.
- That exceeds an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

### **Airport Land Use Compatibility Plans (ALUCP) for the McClellan-Palomar Airport**

ALUCPs are plans that guide property owners and local jurisdictions in determining what types of proposed new land uses are appropriate around airports. They are intended to protect the safety of people, property and aircraft on the ground and in the air in the vicinity of the airport. ALUCPs are based on a defined area around an airport known as the AIA. ALUCPs include policies that address noise compatibility issues associated with airports and their respective AIA. The ALUCP for the McClellan-Palomar Airport was adopted by the San Diego County Regional Airport Authority April 22, 1994. The SPA is not located within the AIA or any noise contour of the McClellan-Palomar Airport.

### 4.10.3 IMPACT SIGNIFICANCE CRITERIA

Implementation of the DVSP Update would result in a significant direct impact related to noise if it would:

1. Expose persons to or generate noise levels in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
3. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
4. Expose people residing or working in the SPA to excessive noise from a public use or private airport; or
5. Expose persons to or generate excessive groundborne vibration or groundborne noise levels.

For the first four criteria, impacts would be considered significant if the project would expose persons to or generate noise levels that exceed the development standards included within the DVSP Update, which uses the City Municipal Code (Table 4.10-3) to establish exterior noise limits. For traffic-related noise, impacts are considered significant in areas where existing traffic noise exceeds 65 dBA CNEL and implementation of a project under the DVSP Update would result in an increase of the noise level by 3 dBA CNEL or more. Impacts relating to operational noise are considered significant when project-related activities create noise exceeding the standards identified by the City for multi-residential or commercial development. Impacts related to interior noise are considered significant whenever a residential building or structure is proposed near a noise generator, such as a freeway, major street, or rail line, and where such noise sources create an interior CNEL of greater than 45 dBA, with windows closed due to exterior noise sources.

For construction noise, a significant impact would occur if construction equipment was operated between 7:00 p.m. and 7:00 a.m. or on a Sunday or a holiday. An impact would also be considered significant if construction noise generated noise that exceeds an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

Impacts related to excessive groundborne vibration would be significant if the project would result in the exposure of persons to or generation of excessive groundborne vibration equal to or in excess of 0.2 in/sec PPV. Construction activities within 200 feet and pile driving within 600 feet would be potentially disruptive to vibration-sensitive operations (Caltrans, 1996).

### 4.10.4 METHOD OF ANALYSIS

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would result from implementation of the proposed project. It is based on the *Noise Technical Report for the Downtown Vista Specific Plan Update* prepared by PBS&J in November 2009, included as Appendix H to the PEIR. The changes in estimated noise and vibration levels due to the plan were determined using models or data previously recorded for similar land uses. The estimated noise levels are compared to existing noise levels and to applicable guidelines contained in local and State planning documents to determine significance. Refer to Appendix H for a detailed

analysis of the report methodology. Models used include the Federal Highway Administration noise prediction model for roadway noise and the CREATE model for the Sprinter and AT&SF trains.

## 4.10.5 PROJECT IMPACTS AND MITIGATION

### 4.10.5.1 Issues 1, 2, 3, and 4 – Local Noise Standards, Ambient Noise Levels, Temporary Noise Increases, and Airport Noise

*Would implementation of the DVSP Update expose people to or generate noise levels in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

*Would implementation of the DVSP Update cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

*Would implementation of the DVSP Update cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

*Would implementation of the DVSP Update expose people residing or working in the SPA to excessive noise from a public use or private airport?*

## IMPACT ANALYSIS

### Construction Noise

Implementation of the DVSP Update would have the potential to result in the exposure of on- or off- site NSLU to noise in excess of the City's noise limits. Project-related construction activities with the potential to generate noise would include, but not be limited to: site grading and excavation; demolition; construction equipment movement and engine noise; truck deliveries, and construction of new buildings. Typical noise levels for common construction equipment used during site development are provided in Table 4.10-4.

As shown in Table 4.10-4, operation of construction equipment would have the potential to generate noise levels in excess of the City's Noise Limits for construction noise, depending on the type, duration, and location of the activity. The limits pertaining to construction activity within the City's Noise Ordinance are based on those specified by the County of San Diego, which restricts construction operations to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday (excluding holidays). In addition, noise levels from construction equipment may not exceed 75 decibels for an eight-hour period, 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.

Construction within the SPA would not take place all at once; however, future development accommodated by the DVSP Update would have the potential to temporarily generate construction noise in exceedance of the City's noise standards, resulting in a short-term significant noise impact.

### Transportation Noise

#### *Aviation Noise*

The nearest public use or private airport to the SPA is the McClellan Palomar Airport, located approximately 4.6 miles southwest of the SPA. The SPA is currently subject to periodic overflights associated with this airport. This condition is expected to continue in the future; however, the SPA is not

**Table 4.10-4. Typical Construction Equipment Noise Levels**

Equipment	Typical Noise Level (dBA) at 50 feet from source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Derrick	88
Dozer	85
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pump	76
Roller	74
Scraper	89
Truck	88

Source: U.S. Environmental Protection Agency, "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances," NTID300.1, December 31, 1971, as cited in Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006.

located within the AIA or 60 dBA CNEL contour of the airport (San Diego County Airport Land Use Commission 2009). 50 dBA CNEL and 55 dBA CNEL noise contours have not been determined for the airport; however, the SPA is located approximately one mile from the 60 dBA CNEL contour. Therefore, due to the SPA's distance from the airport, the airport would not expose the SPA to noise levels that exceed the City's noise limits for single-family and multi-family residences, 50 dBA and 55 dBA, respectively. Additionally, it is not foreseeable that additional aviation uses would be introduced in the immediate SPA and implementation of the DVSP Update would not result in a significant impact on future air traffic operations. Therefore, implementation of the DVSP Update would not expose people residing or working in the SPA to excessive noise from a public use or private airport..

#### ***Roadway Noise***

The primary way in which the project would change noise within the SPA and in the surrounding vicinity is by increasing traffic. Acoustical calculations were performed for future (2030) traffic volumes along roadway segments most affected by the project using standard noise modeling equations adapted from the Federal Highway Administration noise prediction model (FHWA-PD-96-010). The year 2030 represents full build-out of the development accommodated by the DVSP Update. The modeling calculations considered the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The model assumed "pavement," or hard surface, site propagation conditions. The future scenario is based upon data from the traffic study prepared for the project by RBF Consulting (2009) that includes projects in the site vicinity that would also be constructed at build-out of the DVSP Update (2030). Future traffic associated with build-out of the DVSP Update includes the assumption of the circulation modification involving the reduction of S. Santa Fe Avenue from four lanes to two lanes between E. Broadway and Pala Vista Drive, as identified in Section 3.9 of the DVSP Update document, Infrastructure Improvements. This also represents the "worst-case" scenario.

Traffic noise increases associated with future (2030) conditions, both with and without project-added traffic, are shown on Table 4.10-5. As shown in Table 4.10-5, future baseline noise levels (without the DVSP Update) range from 63 dBA (CNEL) to 72 dBA (CNEL) at a distance of 75 feet from the roadway centerline. The future baseline noise levels at all but two road segments exceed the City's 65 dBA (CNEL) threshold for residential uses. However, when DVSP Update build-out traffic is added, the increase in the resulting noise level along these roadway segments is one decibel or less, which would not be discernible by the human ear. Therefore, implementation of the DVSP Update would not result in a significant noise impact to any roadway segment.

**Table 4.10-5. Future Traffic Noise Levels (CNEL)**

Roadway Segment	Existing Noise Level <sup>(1)</sup>	Future Noise Level without DVSP Update (dBA)	Future Noise Level plus DVSP Update Noise (dBA) <sup>(2)</sup>	Change in Future Noise Level Due to DVSP Update Implementation (dBA)
Olive Avenue, east of Plymouth Drive	62	62	63	+1
W. Vista Way, Valencia Drive to Vista Village Drive	67	68	68	0
Vista Village Drive, SR-78 west bound ramp to Vista Way	71	71	72	+1
Vista Village Drive, Vista Way to Olive Avenue	70	70	71	+1
Vista Village Drive, Olive Avenue to Santa Fe Avenue	70	70	71	+1
Vista Village Drive, Santa Fe Avenue to Main Street	67	67	68	+1
Vista Village Drive, Main Street to Escondido Avenue	67	68	68	0
E. Vista Way, Escondido Avenue to Townsite	70	70	70	0
S. Santa Fe Ave., California Avenue to Connecticut Avenue	68	68	69	+1
S. Santa Fe Ave., Washington Street to Vista Village Drive	68	69	69	0
S. Santa Fe Avenue, Vista Village Drive to Main Street	67	67	68	+1
S. Santa Fe Avenue, Main Street to Guajome Street	67	67	67	0
S. Santa Fe Avenue, Guajome Street to Pala Vista Drive	66	67	68	+1
S. Santa Fe Avenue, Pala Vista Drive to Escondido Avenue	65	66	67	+1
S. Santa Fe Avenue, Escondido Avenue to Postal Way	66	68	68	0
S. Santa Fe Avenue, Postal Way to Monte Vista Drive	66	67	67	0
S. Santa Fe Avenue, south of Monte Vista Drive	65	66	67	+1
Eucalyptus Avenue, Citrus Avenue to Escondido Avenue	57	60	63	+3
Escondido Avenue, Vista Village Drive to Alta Vista Drive	67	68	68	+1
Escondido Avenue, Alta Vista Drive to Eucalyptus Avenue	66	68	68	0
Escondido Avenue, Eucalyptus Avenue to Crescent Avenue	67	68	69	+1
Escondido Avenue, Crescent Avenue to S. Santa Fe Avenue	67	68	69	+1
Escondido Avenue, S. Santa Fe Avenue to Postal Way	67	68	69	+1
Escondido Avenue, north of SR-78 west bound ramp	68	69	70	+1
Escondido Avenue, SR-78 west bound ramps to SR-78 east bound ramps	66	67	67	0

<sup>(1)</sup> The existing scenario represents conditions in 2009.

<sup>(2)</sup> Future conditions include projects that would be constructed at DVSP Update build-out (2030).

Noise levels are given at 75 feet from roadway centerline. Decibel levels are rounded to the nearest whole numbers. Noise levels are based upon traffic data provided by RBF Consulting (2009). See Appendix H for data sheets.

Source: PBS&J, 2009

The Noise Element of the City's General Plan recommends an acoustical review for any residential projects that would be located within the 65 dBA (CNEL) contour of a roadway. The DVSP Update guideline is stricter in that it requires all new residential projects, additions to existing projects, or new nonresidential uses in existing projects to prepare an acoustical study to demonstrate that noise levels do not exceed the interior and exterior noise limits established by the City's Municipal Code. Figure 4.10-2 shows the future noise level contours along the roadways that reflect conditions for the DVSP Update build-out in 2030. The contours reflect a conservative estimate of noise levels, as they do not account for attenuation provided by topography, buildings, or other structures. The DVSP Update proposes intensified commercial, multi-family residential and mixed-use development along area roadways. As shown in Figure 4.10-2, approximately half of the SPA is located within the 65 dBA (CNEL) roadway noise contour. Multi-family residential development and commercial development would likely be placed along major roadways, and would have the potential to be located within the 65 dBA (CNEL) roadway noise contour that extends approximately 100 feet from the roadway centerline, affecting interior noise levels and onsite exterior recreational areas. This would result in a potentially significant impact associated with traffic noise.

### ***Railroad Noise***

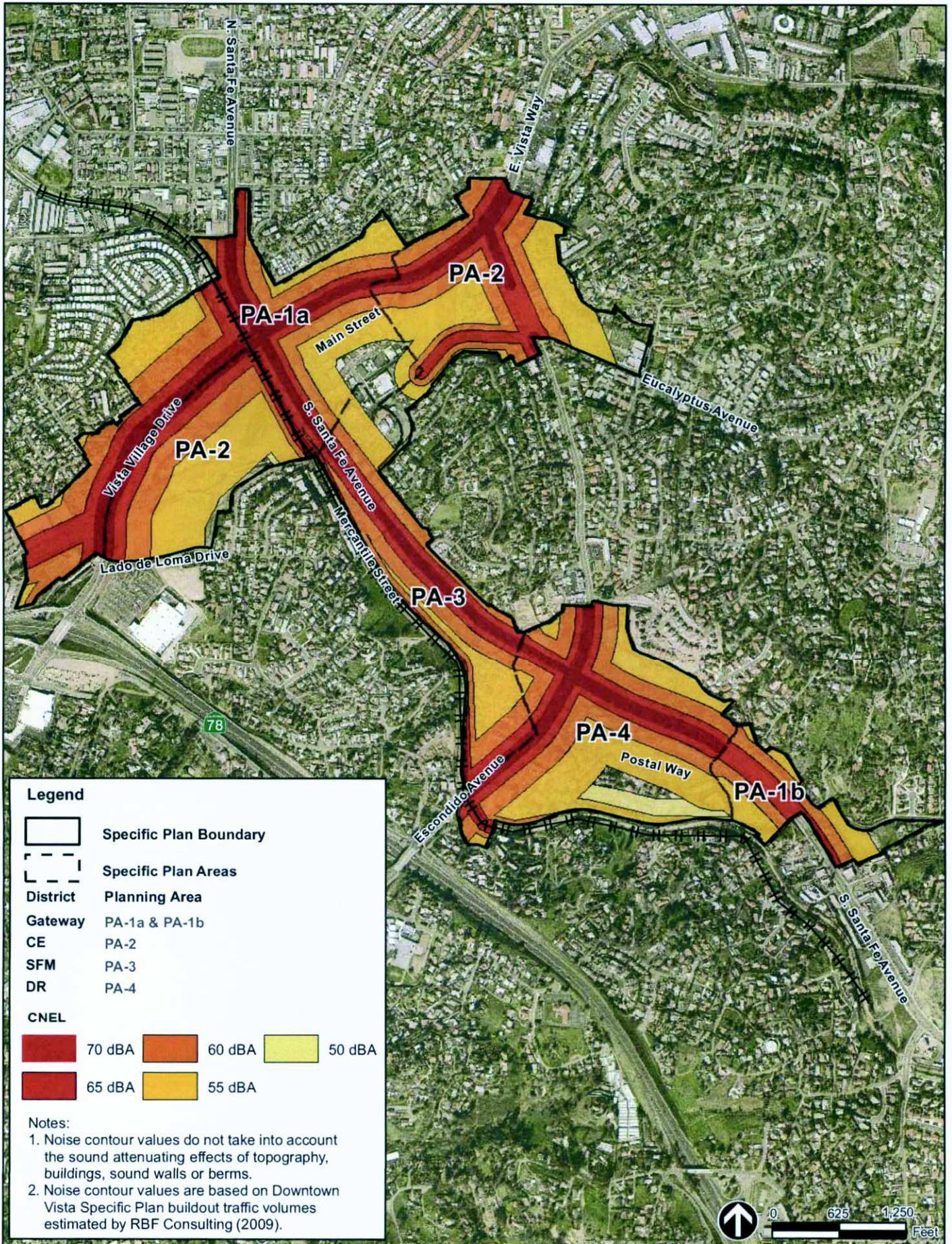
The 22-mile long Sprinter rail line serves the downtown area through two train stations in the SPA, the Vista Transit Center at the intersection of Olive Avenue and Vista Village Drive, and the Escondido Avenue station. Additionally, approximately two AT&SF railroad trains pass through the SPA daily. Noise associated with these train operations was modeled using the Chicago Rail Efficiency and Transportation Efficiency (CREATE) railroad noise model, which uses Federal Transit Administration procedures to determine generalized Ldn noise contours. The model inputs are described in Appendix H. To represent worst-case conditions, the noise model did not take into account any intervening topography or buildings that would provide noise attenuation.

Based on the CREATE model for the Sprinter and AT&SF trains, the combined Ldn for both railroad services 50 feet from the railroad tracks is 67 dBA. Table 4.10-6 shows the calculated noise contours for the railroad. Multi-family residential development planned within approximately 200 feet of the railroad centerline and commercial development planned approximately 110 feet from the centerline would exceed the noise limits established within the City's Noise Ordinance. Therefore, development planned within a noise contour which exceeds the limits established in the City's noise ordinance and would result in a potentially significant impact.

**Table 4.10-6. Railroad Noise Contours**

Noise Contour (Ldn)	Distance from Railroad Centerline (feet)
50	354
55	199
60	112
65	63
70	35
75	20

Source: PBS&J 2009



Source: City of Vista; PBS&J; SanGIS, 2009

**FUTURE (2030) NOISE CONTOURS**

**FIGURE 4.10-2**

## Operational Noise

Operational noise sources would be similar to existing conditions with implementation of the DVSP Update because land uses would be similar; however, development intensity would increase with implementation of the DVSP Update. The DVSP Update would accommodate a total of 1,270 new dwelling units and 1,866,737 additional SF of development compared to existing conditions. Therefore, noise levels would have the potential to increase in the SPA.

Similar to existing conditions, operational noise sources associated with development accommodated by the DVSP Update would include the operation of commercial, residential, mixed-use, recreational, civic and educational uses. As described above, general noise sources from commercial operations include parking lot noises; delivery trucks; and HVAC units. Residential areas generate temporary and intermittent nuisance noise. Hand-craft production, light manufacturing and medical laboratory uses may include delivery truck, machinery and mechanical equipment noise. Noise sources from schools, civic uses, and recreational facilities include parking lot noise, children at play, athletic events, landscape maintenance, school bells, and public address systems.

Commercial uses are currently located in all proposed planning areas. The DVSP Update would allow for the intensification of commercial development in all planning areas. Existing NSLU include residential development located throughout the SPA, and Vista Magnet Middle and the library located in PA-2. New commercial developments located in mixed use areas are required by the building standards identified in the DVSP Update to enclose all rooftop equipment, such as HVAC units, which typically generate noise levels that average 70 dBA CNEL at a distance of 50 feet. Although this measure reduces rooftop mechanical noise, it does not address other sources of operational noise from commercial development, such as truck deliveries. Therefore, new commercial development accommodated by the DVSP Update would have the potential to expose existing NSLU to noise levels that exceed the City's noise limits for single-family and multifamily residences, 50 dBA and 55 dBA, respectively. Additionally, the DVSP seeks to create compact walkable communities that would result in the placement of residential development in close proximity to commercial land uses. While the proposed land use plan is intended to create pedestrian-oriented areas that would reduce vehicle traffic and associated traffic noise, commercial land uses may generate noise that exceeds noise limits for NSLU. Live/work units, mixed-use development, multi-family residential, and senior housing developments would potentially be accommodated in all planning areas, and each planning area's development plan specifically aims for the close proximity of commercial and residential development. A Guiding Principle for each planning area is to provide for integrated residential and commercial retail development. For example, PA-4 specifically proposes a variety of residential development mixed with commercial development to create an 18-hour activity area. New school uses are also permitted in PA-1 and PA-2; however, no noise level limits or standards for schools have been established by the City's Municipal Code or DVSP Update.

Section 3.5.3 of DVSP Update, Standards for Specific Land Uses, includes standard (c)(14)(iv) for Mixed-Use Development, Sound Mitigation, which requires new residential units in mixed-use developments, additions to existing projects, or new nonresidential uses in existing projects to be designed to be sound attenuated against present and future project noise. All projects would be required to provide an acoustical analysis report by an acoustical engineer, describing the design features of the structure required to satisfy the exterior and interior noise standards.

Intermittent or temporary neighborhood noise from amplified music, barking dogs, landscape maintenance, and stand-by power generators are disturbing to residents but are difficult to attenuate and control. Nuisance noise impacts are more likely to occur in more densely developed areas, where residences would be closer together and neighbors would be more likely to hear noises such as a barking dog or loud music. The DVSP would accommodate intensified mixed-use development and multi-family

development in all four planning areas. Compared to existing conditions, the DVSP Update would accommodate 1,270 additional dwelling units in the SPA: 353 additional dwelling units in PA-1; 108 additional dwelling units in PA-2; 189 additional dwelling units in PA-3; and 620 additional dwelling units in PA-4. The increase in residential development may result in an increase in nuisance noise. However, these noises are generally temporary and intermittent in nature. Additionally, DVSP Update General Operative Standard (4)(H) prohibits activities, processes, and uses that produce noise that may be considered a nuisance or hazard on any adjacent property. Therefore, nuisance noise from residential development would not result in a significant increase in ambient noise level.

To varying degrees, hand-craft production, light manufacturing and medical laboratories would be permitted in all planning areas under the DVSP Update. Currently, these types of land uses are only located in PA-3 and a small area of PA-1a. Typical noise sources from these land uses would be machinery or mechanical equipment noise. New recreational and civic land uses would be accommodated in all planning areas and new schools may be accommodated in PA-3 or PA-4. These land uses would generate noise from children playing at parks or on school playgrounds, parking lot noise, or public announcement systems. New facilities may result in a significant increase in ambient noise because each planning area would also accommodate new and existing NSLU. If hand-craft production, light manufacturing, medical laboratories, recreational facilities, civic facilities, or schools are located in close proximity to residential developments, hotels, or libraries, these facilities may expose NSLU to noise levels in excess of the City's noise limits. Schools generate noise, but are also considered a NSLU.

### SIGNIFICANCE OF IMPACT

The DVSP Update would not expose people residing or working in the SPA to excessive noise from a public use or private airport. However, the proposed project has the potential to result in a significant temporary increase in ambient noise levels and to expose new development to noise levels that exceed the exterior noise standards established by the City's Noise Ordinance. Therefore, the DVSP Update would result in a potentially significant noise impact.

### MITIGATION MEASURES

Implementation of measure *Noi-1* would reduce the potentially significant impact associated with construction noise to a less than significant level. Implementation of measure *Noi-2*, based upon the DVSP Update Building Design Guidelines, would reduce the potentially significant impact to new development to a less than significant level.

*Noi-1* Construction contractors for projects within the proposed SPA shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction/demolition noise shall be included in contractor specifications and shall include, but not be limited to, the following:

- Properly outfit and maintain construction equipment with manufacturer-recommended noise-reduction devices to minimize construction-generated noise.
- Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers.
- Use electrical power to operate air compressors and similar power tools.
- Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with San Diego County Code Sections 36.408 and 36.409. Such techniques shall include, but not be limited to, the

construction of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors.

- Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and large-scale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification.

*Noi-2* Future residential development, libraries, and other noise sensitive land uses proposed within the 65 dBA CNEL noise contour of the SPA would require a site-specific acoustical analysis conducted by an acoustical engineer. The acoustical analysis shall demonstrate that the proposed project satisfies the exterior and interior noise standards established by the City's Municipal Code. If the development includes a mix of uses, or is adjacent to a noise sensitive land use, then the noise level limit of the more restrictive zoning category shall be used.

#### 4.10.5.2 Issue 5 – Groundborne Vibration

*Would implementation of the DVSP Update expose persons to or generate excessive groundborne vibration or groundborne noise levels?*

##### IMPACT ANALYSIS

The main concerns related to groundborne vibration are annoyance and damage. However, vibration sensitive instruments and operations can be disrupted at much lower levels. Potential vibration-sensitive uses in the proposed SPA may include machinery in manufacturing and processing uses, or medical laboratory equipment. These land uses are permitted, to varying degrees, in all planning areas of the DVSP Update. The primary sources of vibration within the project vicinity would be from construction activities. Because the proposed land uses accommodated under the DVSP Update would be similar to existing land uses, vibration levels from operational activities would not be substantially different from existing conditions.

According to Caltrans, the highest measured vibration level during highway construction was 2.88 in/sec PPV at 10 feet from a pavement breaker. Other typical construction activities and equipment, such as D-8 and D-9 Caterpillars, earthmovers, and trucks have not exceeded 0.10 in/sec PPV at 10 feet. Vibration sensitive instruments and operations may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case specific. In general, the criteria must be determined based on manufacturer specifications and recommendations by the equipment user. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to sensitive operations (Caltrans 2002). General construction activity in the proposed SPA surrounding vibration-sensitive uses would have the potential to result in a significant impact.

An additional potential source of groundborne vibration is the Sprinter railroad, which generally runs along the western boundary of the SPA. The FTA provides screening distances for land use categories to screen projects that may be subject to vibration impacts from a commuter railroad (FTA 2006). For Category 1 uses (vibration-sensitive equipment), the screening distance from the railroad right-of-way is 600 feet. For Category 2 land uses (residences and buildings where people normally sleep), the screening distance is 200 feet. The screening distance for Category 3 land uses (institutional land uses) is 120 feet. The DVSP Update would potentially accommodate Category 1, 2 and 3 vibration-sensitive uses in all planning areas. Therefore, the DVSP Update has the potential to locate new vibration-sensitive land uses

within the screening distance of the Sprinter railroad. New development that is proposed within the screening distance of the Sprinter railroad would require further analysis to determine vibration-sensitive impacts. A potentially significant impact would occur.

### **SIGNIFICANCE OF IMPACT**

General construction activity in the SPA and Sprinter operations surrounding vibration-sensitive uses would have the potential to result in a significant impact. Therefore, the DVSP Update would result in a potentially significant vibration impact.

### **MITIGATION MEASURES**

Implementation of measure *Noi-3* would reduce the potentially significant impact associated with groundborne vibration to a less than significant level.

*Noi-3* Implement the FTA and FRA guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources. Specifically, Category 1 uses (vibration-sensitive equipment) within 600 feet, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 120 feet of the railroad right-of-way or other major sources of groundborne vibration shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis shall be implemented by the project applicant.

## **4.10.6 CUMULATIVE IMPACTS AND MITIGATION**

Noise is a localized phenomenon, and reduces in magnitude as distance from the source increases. Consequently, as indicated in Table 4.0-1 of this PEIR, only the cumulative projects listed in Table 4.0-2 that would be located within or directly adjacent to the SPA would be likely to contribute to cumulative noise impacts. This would include the Cypress Drive Subdivision, the S. Santa Fe Commercial Center, the Escondido Avenue Commercial Center, Common Grounds Café, Vista Village Drive Mixed Use, and Sonic Burger projects from Table 4.0-2. It is not foreseeable that additional aviation uses would be introduced in the immediate SPA. Neither future development within the City, nor implementation of the DVSP Update would be likely to have any effect on future air traffic operations. Any future development in the vicinity of the airport would be required to comply with the ALUCP for McClellan-Palomar Airport. Cumulative development in the surrounding area is not likely to result in the exposure of people to or the generation of excessive groundborne vibration and/or noise levels, due to the localized nature of vibration impacts and because construction activities would not occur all at the same time or at the same location. Therefore, these issues are not subject to a cumulative impact analysis, and are not addressed in this section.

### **4.10.6.1 Local Noise Standards, Ambient Noise Levels, Temporary Noise Increases, and Airport Noise**

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative substantial permanent and temporary ambient noise increases that would exceed local standards encompasses the development adjacent to the SPA. Cumulative development in the City would result in a cumulative impact associated with permanent increases in ambient noise if it would generate a substantial increase in traffic noise that would result in sound levels in excess of 65 dBA CNEL or result in an increase of 3 dBA

CNEL at roadways that currently exceed 65 dBA CNEL, according to City standards. As described previously, noise levels were estimated (as shown in Table 4.10-5) based on future conditions both with and without the implementation of the DVSP Update. All but two roadway segments already exceed the 65 dBA (CNEL) threshold for residential uses. Of the segments that exceed 65 dBA (CNEL), the highest increases in noise levels compared to existing conditions would occur along S. Santa Fe Avenue (between Escondido Avenue and Postal Way), and five segments along Escondido Avenue (from Alta Vista Drive to Postal Way, and north of the SR-78 west bound ramp). Along these segments, traffic noise would increase by 2 decibels from existing conditions under future project conditions with build-out of the DVSP project. In all other segments, the increase from cumulative development is one decibel or less. Therefore, the noise level increases from cumulative development would not result in a cumulative impact related to permanent increase in noise according to local standards. In addition, project-related traffic increases are one decibel or less along these segments. Therefore, implementation of the DVSP Update would not result in cumulatively considerable contribution to this significant cumulative impact. Construction activity is the primary source of temporary noise in the City. Future construction in the City would not be expected to result in a cumulatively considerable impact in terms of substantial temporary or periodic increases in ambient noise levels that would exceed the City's noise limits. Construction noise impacts are localized in nature and decrease significantly with distance. Because construction activities within the SPA would not occur all at once, it is unlikely that noise levels from construction activities associated with the implementation of the project would be loud enough to make a cumulative contribution to ambient levels in the adjacent areas.

#### 4.10.7 REFERENCES

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## 4.11 POPULATION AND HOUSING

This section addresses existing population, employment and housing in the City and the local areas surrounding the SPA. It also identifies proposed increases in population and housing that would occur with implementation of the DVSP Update, which are analyzed to determine consistency with SANDAG's regional growth forecasts, SANDAG's Regional Housing Needs Assessment and the City's General Plan 1999-2004 Housing Element.

Changes in population, employment, and housing demand are social and economic effects, not environmental effects. According to CEQA, these effects should be considered in an EIR only to the extent that they create adverse impacts on the physical environment. According to Section 15382 of the State CEQA Guidelines, "An economic or social change by itself shall not be considered a significant effect on the environment."

### 4.11.1 EXISTING CONDITIONS

#### 4.11.1.1 Regional Setting

Population, housing, and employment data are available at the regional level of San Diego County, and a subregional level, including Major Statistical Areas (MSAs). MSAs are groups of census tracts that divide the region into seven subareas. Because the boundaries of MSAs have remained consistent for the past 30 years, they are useful in evaluating change over time (SANDAG 2006). The City is located within the North County East MSA, which also encompasses the communities of Escondido, Fallbrook, Pauma, San Marcos and Valley Center. This section uses the data at both the regional and subregional level in order to focus the analysis on northern San Diego County.

#### Population

Trends important to determining future population growth in the San Diego region include birth and death rates, both domestic and international migration and major economic indicators, including major new employment centers coming online, or a closure/expansion of a military base, etc. Table 4.11-1 presents the change in population for both the region and the region's MSAs from 2004 to 2030 based on SANDAG's 2030 Regional Growth Forecast Update. Although the region's population will grow by a million people over the forecast period, the rate of growth is slowing. Also, the region's mortality rate will rise as those in the large baby boom generation reach their 70s and 80s toward the end of the forecast period. By the mid-2020s, the annual rate of growth for the San Diego Region will fall below one percent (SANDAG 2008).

Although the region as a whole will grow by 42 percent, Table 4.11-1 indicates that the growth rates vary by MSA. The areas with the most available land for residential development project the largest growth in population over the forecast period. Although the Central MSA gains the greatest number of people, the East County MSA experiences the highest growth rate. This is mostly due to the continuing large-scale housing construction occurring in the Anza-Borrego Springs subregional area of the unincorporated County. The North County MSA will experience a growth rate of 45 percent, which is similar to the growth of the region as a whole.

**Table 4.11-1. 2030 Total Population Forecast By MSA**

MSA	2004	2010	2020	2030	2004-2030 Change	
					Num.	Pct.
Central	637,327	673,470	760,865	838,792	201,465	32%
North City	717,115	751,787	805,679	872,326	155,211	22%
South Suburban	353,215	398,834	475,110	518,453	165,238	47%
East Suburban	479,584	511,765	564,272	612,751	133,167	28%
North County West	396,184	434,539	460,035	489,859	93,675	24%
North County East	409,384	449,876	532,563	594,734	185,350	45%
East County	20,205	25,008	37,331	57,838	37,633	186%
<b>San Diego Region</b>	<b>2,813,833</b>	<b>3,245,279</b>	<b>3,635,855</b>	<b>3,984,753</b>	<b>1,170,920</b>	<b>42%</b>

MSA = Major Statistical Area  
Source: SANDAG, 2006.

## Employment

The forecast of total employment by MSA is shown in Table 4.11-2. The region is expected to add 534,029 jobs over the forecast period, a 41 percent increase. The East County MSA shows the greatest percentage increase in employment growth, increasing by 225 percent. The North County East area, applicable to the DVSP Update, shows a percentage increase in employment similar to the region as a whole, with a 48 percent increase.

**Table 4.11-2. 2030 Total Employment Forecast By MSA**

MSA	2004	2010	2020	2030	2004-2030 Change	
					Num.	Pct.
Central	322,416	343,966	364,834	383,989	61,573	19%
North City	559,233	602,181	652,116	678,975	119,742	21%
South Suburban	85,904	103,140	131,576	167,253	81,349	95%
East Suburban	153,437	159,969	175,482	191,514	38,077	25%
North County West	166,922	181,615	202,478	230,103	63,181	38%
North County East	150,037	164,023	190,758	221,684	71,647	48%
East County	5,055	6,201	10,652	16,443	11,388	225%
<b>San Diego Region</b>	<b>1,294,583</b>	<b>1,488,672</b>	<b>1,655,963</b>	<b>1,828,612</b>	<b>534,029</b>	<b>41</b>

Includes Civilian and Military Employment  
Source: SANDAG, 2006.

## Housing

As with population, the recent increases in housing units are below what the region experienced in prior decades. Throughout the 1980s, the San Diego region added an average of almost 23,000 homes each year. In the 1990s, a recession caused a drop in this number to just 9,400 per year. Since the recession ended, however, population growth outpaced new home construction. The projected distribution of new housing units by MSA from 2004 to 2030 is shown in Table 4.11-3. Comparing this table to Table 4.11-1 above (Population Forecast), the largest numeric gap between population and housing is seen in the East County MSA, where population increases by 186 percent, but housing units increase by only 114 percent.

The North County East MSA, where the City is located, is projected to experience a 45 percent increase in population and a 37 percent increase in housing.

**Table 4.11-3. 2030 Total Housing Unit Forecast By MSA**

MSA	2004	2010	2020	2030	2000-2030 Change	
					Num.	Pct.
Central	228,462	243,433	276,524	304,587	76,125	33%
North City	285,829	298,181	319,207	328,220	42,391	15%
South Suburban	97,098	125,958	141,350	144,689	47,591	49%
East Suburban	173,649	182,664	201,099	209,989	36,340	21%
North County West	146,539	159,151	166,613	170,394	23,855	16%
North County East	139,203	152,322	180,304	190,091	50,888	37%
East County	11,044	12,836	16,215	23,685	12,641	114%
<b>San Diego Region</b>	<b>1,040,149</b>	<b>1,174,180</b>	<b>1,309,340</b>	<b>1,383,803</b>	<b>343,654</b>	<b>33%</b>

Source: SANDAG, 2006.

#### 4.11.1.2 Local Setting

On the local scale, population, employment, and housing data relevant to the DVSP Update are available primarily at the City level.

#### City of Vista

##### *Population*

Table 4.11-4 compares population growth in Vista to the other north county inland cities and the San Diego region. Between 2004 and 2030, the total population of the San Diego Region is projected to increase by 32 percent. The City is anticipated to grow at a slower pace than the region and surrounding north county inland cities, increasing by 23 percent between 2004 and 2030. The City of Chula Vista is projected to increase the most of all San Diego jurisdictions, increasing in population by 52 percent between 2004 and 2030.

**Table 4.11-4. Total Population by Jurisdiction North County Inland Cities and San Diego Region**

Jurisdiction	2004	2010	2020	2030	2004-2030 Change	
					Num.	Pct.
Escondido	140,328	148,630	158,494	169,929	29,601	21%
Poway	50,534	51,833	54,035	57,474	6,940	14%
San Marcos	66,850	82,608	90,026	95,553	28,703	43%
Vista	94,030	98,182	106,075	115,768	21,738	23%
<b>San Diego Region</b>	<b>3,013,014</b>	<b>3,245,279</b>	<b>3,635,855</b>	<b>3,984,753</b>	<b>971,739</b>	<b>32%</b>

Totals may be affected by rounding.

Source: SANDAG, 2008.

### Employment

The forecast of total employment for the region and north county inland cities is shown in Table 4.11-5. The region is expected to add about 464,000 jobs over the forecast period, a 32 percent increase. San Marcos is projected to absorb the largest amount of this growth, increasing by 49 percent. Eight of the 19 cities in the entire region will see faster employment growth than the region as a whole. Five of those are in the North County area (Vista, Poway, Oceanside, San Marcos, and Carlsbad). Similar to population growth, this is due to a relative abundance of vacant land planned for employment use.

**Table 4.11-5. Employment<sup>(1)</sup> by Jurisdiction San Diego Region**

Jurisdiction	2004	2010	2020	2030	2004-2030 Change	
					Num.	Pct.
Escondido	52,926	56,310	61,230	69,972	17,046	32%
Poway	28,702	32,365	37,357	42,009	13,307	46%
San Marcos	30,891	34,515	40,007	46,121	15,230	49%
Vista	39,331	44,170	51,716	58,373	19,042	48%
<b>San Diego Region</b>	<b>1,449,349</b>	<b>1,573,742</b>	<b>1,741,033</b>	<b>1,913,682</b>	<b>464,333</b>	<b>32%</b>

<sup>(1)</sup> Includes uniformed military  
Totals may be affected by rounding  
Source: SANDAG, 2008.

### Housing

Table 4.11-6 shows the housing forecast for the region and north county inland cities from 2004 to 2030. San Marcos shows the largest projected increase in total housing units among the north county inland cities over the forecast period, increasing by 37 percent. The City is projected to increase total housing units by 16 percent. As stated above, by 2030, Vista is forecasted to increase by 23 percent in population, but only a 16 percent increase in housing, indicating that the City may face a housing need in the future.

**Table 4.11-6. Total Housing Units by Jurisdiction  
North County Inland Cities and San Diego Region, 2004-2030**

Jurisdiction	2004	2010	2020	2030	2004-2030 Change	
					Num.	Pct.
Escondido	46,467	48,116	51,404	53,087	6,620	14
Poway	16,183	16,671	17,326	17,747	1,564	10
San Marcos	23,190	28,620	31,032	31,696	8,506	37
Vista	30,169	30,911	33,507	34,947	4,778	16
<b>San Diego Region</b>	<b>1,095,077</b>	<b>1,174,180</b>	<b>1,309,340</b>	<b>1,383,803</b>	<b>288,726</b>	<b>26</b>

Source: SANDAG, 2008.

### Regional Housing Needs Assessment (RHNA)

Based on a methodology that weighs a number of factors (i.e., projected population growth, employment, commute patterns, and available sites), SANDAG determined quantifiable needs for housing units in the region according to various income categories. In its final Regional Housing Needs Determination (RHND) figures, SANDAG allocated 2,744 housing units to the City for the 1999-2004 Housing Element Cycle (City of Vista 1999). Of the total allocated housing units, 576 units are reserved for Very Low

Income, 467 units for Low Income, 631 units for Moderate Income, and 1,070 units are designated for Above Moderate Income.

According to the City's Housing Element, the City's vacant and underutilized sites inventory can potentially accommodate 4,208 additional units, including 1,342 multi-family units.

Between 2000 and 2004, which is within the planning timeframe of the Housing Element, 1,292 new units have been constructed or were under development. Vista's remaining fair share need is 1,452 new units. As of July 2006, Vista had already exceeded its RHNA allocation for above moderate income housing with the development of 1,215 above moderate income units.

## **4.11.2 REGULATORY FRAMEWORK**

### **4.11.2.1 Local**

#### **SANDAG**

The SANDAG RCP and Guide govern regulations applicable to population and housing for the DVSP Update. California's Housing Element Law assigns responsibility for development projections of regional housing need and for allocating a share of this need to localities within the region to regional councils of government. For the San Diego area, these determinations were prepared by SANDAG, which serves as the San Diego region council of governments.

State law requires SANDAG to prepare a RHND every five years. The purpose of the RHND is to identify the existing and projected housing needs for the region's local jurisdictions. This information is used by local jurisdictions to prepare the housing elements of their general plans. The most recent RHND was distributed in 2005 for jurisdictions to use to prepare their 2005-2010 Housing Elements. The next RHND will be prepared in 2010 for jurisdictions to use in their 2011-2016 housing elements. The City is currently in the process of updating its General Plan.

The RHNS defines the housing needs as the need to produce more housing for all income categories and the need for more housing affordable to lower income households. The RHND focuses on the region's housing supply and demand characteristics.

#### **City of Vista General Plan**

The 1999-2004 Housing Element of the General Plan identifies and analyzes the City's housing needs and sets goals and policies to address these needs over a five-year period. The Housing Element is unique in that the State of California requires it to be updated every five years. The current Housing Element has the following two main purposes:

- To provide an assessment of both current and future housing needs and constraints in meetings these needs; and
- To provide a strategy that establishes housing goals, policies, and programs.

### 4.11.3 IMPACT SIGNIFICANCE CRITERIA

Implementation of the DVSP Update would result in a significant direct impact related to population and housing if it would:

1. Induce substantial 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); or
2. Displace substantial numbers of existing housing or substantial numbers of people, necessitating the construction of replacement housing elsewhere.

### 4.11.4 METHOD OF ANALYSIS

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would result from implementation of the proposed project. Impacts to the existing environment were determined by comparing the growth proposed for the SPA by SANDAG and the City's General Plan with the development proposed by the DVSP Update. Growth that is consistent with forecasted growth for the City would not be considered substantial. Additionally, an increase in residential density that would sufficiently replace any displaced housing would not necessitate replacement housing elsewhere.

### 4.11.5 PROJECT IMPACTS AND MITIGATION

#### 4.11.5.1 Issue 1 – Direct or Indirect Inducement of Substantial Population Growth

*Would implementation of the DVSP Update induce substantial 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)?*

#### IMPACT ANALYSIS

The DVSP Update is the long range, comprehensive land use plan that establishes guidance for future growth and development patterns within the downtown area of Vista. It proposes areas for development of residential and commercial land uses, as well as roads and other infrastructure, to accommodate forecasted population growth within the City. As such, the DVSP Update would directly (for example, by proposing new homes and businesses) and indirectly (for example, through extension of roads or other infrastructure) induce substantial population growth. This growth however, is consistent with forecasted growth for the City and would not be considered substantial unless the DVSP Update induced growth beyond regional projections.

The DVSP Update would have the potential to directly influence population in the Vista community by accommodating 1,270 new residential units in the DVSP area, compared to existing conditions, for a total of 1,675 residential units. SANDAG projects the number of housing units in the City to increase 16 percent between 2004 and 2030, from 30,169 to 34,945. The 1,270 units accommodated by build-out of the DVSP Update would account for approximately 3.6 percent of the total dwelling units projected in the City. SANDAG projects a total population of 115,768 in the City by 2030, or approximately 3.3 people per residential unit. Therefore, build-out of the additional 1,270 residential units provided by the DVSP Update would accommodate population growth of approximately 4,191 people in the SPA. Growth in the

SPA compared to existing conditions would represent approximately 3.6 percent of the total population of the City. Table 4.11-7 summarizes projected growth in the SPA. Implementation of the DVSP Update would result in an increase in population and housing units in the SPA compared to existing conditions; however, growth in the SPA represents a small proportion of growth in the City. Additionally, as discussed in Section 4.11.1.2, population growth in the City outpaces growth in the number of housing units, which may indicate a future housing shortage, especially in below moderate income housing. Implementation of the DVSP Update would aid the City in preventing a future housing shortage by providing a variety of multi-family residential opportunities. Therefore, implementation of growth in the SPA is consistent with projected growth for the City.

**Table 4.11-7. Growth Accommodated by DVSP Update**

	Citywide Projection (2030)	DVSP Update	
		Growth Accommodated by DVSP Update	Percent of Citywide Total
Residential Units	34,945	1,270	3.6
Population	115,768	4,191	3.6

Source: SANDAG, 2008.

The DVSP Update would accommodate an additional 1,866,737 SF of commercial, retail, and office development. Therefore, it would have the potential to directly generate jobs and economic activity in the SPA, which may directly induce population growth. Additionally, the estimated 4,191 residents associated with the increase in housing in the SPA would incrementally increase economic activity. The residents would primarily be served by the commercial and retail development in the SPA. However, residents may generate some activity in retail establishments in the areas surrounding the SPA and may generate new demand for such services as landscaping, gardening, and home cleaning and maintenance. The population that would be potentially generated by build-out of the DVSP Update constitutes approximately 3.6 percent of the projected population of the City for 2030, which SANDAG forecasts as approximately 115,768 persons. As stated above, SPA residents would primarily use the services provided by implementation of the DVSP Update. The City is primarily urbanized, and activity generated for services outside of the SPA would be expected to draw on existing retail and commercial services already available in the vicinity rather than inducing new service providers to relocate to the area. Therefore, implementation of the DVSP Update would not substantially induce population growth from an increase in economic activity.

The DVSP Update would improve sewer, water, and circulation infrastructure in the SPA. However, the SPA is already served by public services including water and sewer service. These improvements would be to the existing infrastructure and are intended to serve build-out of the DVSP Update and would not provide an excess of infrastructure that would support additional unplanned growth. Implementation of the DVSP Update would not extend public services into an area where these services were previously unavailable. Therefore, implementation of the DVSP Update would not indirectly induce substantial population growth.

### **SIGNIFICANCE OF IMPACTS**

The development and infrastructure proposed under the DVSP Update would not substantially induce population growth, either directly or indirectly. A significant impact would not occur.

## MITIGATION MEASURES

Implementation of the DVSP Update would not result in a significant impact associated with direct and indirect inducement of population growth. Therefore, no mitigation is required.

### 4.11.5.2 Issue 2 – Displacement of Housing and/or People

*Would implementation of the DVSP Update displace substantial numbers of existing housing or substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

## IMPACT ANALYSIS

The DVSP Update is a comprehensive land use plan that establishes guidance for future growth and development patterns in the SPA including the provision of housing. New land use development or infrastructure accommodated by the DVSP Update would have the potential to displace existing housing, and would result in a significant impact if replacement housing would be required elsewhere outside of the SPA.

The DVSP Update would accommodate a total of 1,270 additional dwelling units within the SPA. Displacement of existing housing could occur through the conversion of low density residential areas to higher density mixed use residential/commercial areas or the conversion of residential areas to other uses, such as commercial. However, currently only 405 dwelling units exist in the SPA. The overall increase in residential homes would sufficiently replace any displaced housing within the SPA so that replacement housing elsewhere would not be necessary.

The DVSP would have the potential to result in the displacement of housing and people from the conversion of residential areas to other uses in each of the planning areas. Some areas that currently contain residences are designated for higher density residential areas, or commercial and other non-residential land uses. However, increases in residential density in the SPA as a whole would sufficiently replace any displaced housing (and people) within the SPA, as discussed in the previous paragraph so that replacement housing elsewhere would not be necessary. Implementation of the DVSP Update does not propose the removal of any existing homes in the SPA; however, even if all existing homes were removed from the SPA, build-out of the DVSP Update would result in 1,270 new residential units in the SPA compared to existing conditions. Therefore, impacts related to displacement of housing or people that could occur as a result of the DVSP Update are considered less than significant.

## SIGNIFICANCE OF IMPACTS

The DVSP Update would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be less than significant.

## MITIGATION MEASURES

Implementation of the DVSP Update would not result in a significant impact associated with displacement of housing. Therefore, no mitigation is required.

## 4.11.6 CUMULATIVE IMPACTS

### 4.11.6.1 Direct or Indirect Inducement of Substantial Population Growth

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to direct and indirect inducement of substantial population growth encompasses the cities of Vista, San Marcos, and Oceanside. The cumulative projects listed in Table 4.0-2 include several residential and commercial developments that may directly or indirectly induce growth in the vicinity of the SPA by providing new housing and employment. Development of the cumulative projects listed in Table 4.0-1 would require new infrastructure, or expansion of existing facilities. If new or expanded infrastructure would be provided to an area where a lack of infrastructure limits development, or if it is designed with excess capacity, then the cumulative projects may indirectly induce substantial population growth. Therefore, the baseline cumulative impact related to direct and indirect inducement of population growth is significant.

As discussed in Section 4.11.5.1 above, implementation of the DVSP Update would accommodate an increase in housing units and economic opportunities. However, the growth is consistent with planned growth in the City. Additionally, implementation of the DVSP Update would include infrastructure improvements to support growth accommodated by the DVSP Update. However, the infrastructure improvements would not result in excess capacity and would not provide service to an area where service is currently not available. Therefore, implementation of the DVSP Update would not result in a cumulatively considerable contribution to direct or indirect inducement of substantial population growth in the City or surrounding cities.

### 4.11.6.2 Displacement of Housing and/or People

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to displacement of housing and/or people encompasses the cities of Vista, San Marcos, and Oceanside. The majority of the cumulative projects listed in Table 4.0-2 is proposed on previously undeveloped sites and would not result in the displacement of housing and/or people. Other projects are proposed on sites currently developed as parking lots or other non-residential uses and would also not result in the displacement of housing and/or people. Additionally, several proposed residential projects would likely replace any housing and/or people displaced by the cumulative projects. Therefore, the cumulative projects would not necessitate the need for replacement housing outside of the City or surrounding cities. Therefore, a cumulative impact related to displacement of housing and/or people would not occur.

## 4.11.7 REFERENCES

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## 4.12 PUBLIC SERVICES

This section characterizes existing and proposed public services, including police and fire protection, and schools. It also evaluates changes to the physical environment that may result from the expansion of such services in response to increased demand from implementation of the DVSP Update. Impacts related to emergency access are analyzed in Section 4.7, Hazards and Hazardous Materials.

### 4.12.1 EXISTING CONDITIONS

#### 4.12.1.1 Police Protection

The San Diego County Sheriff's Department (SDCSD) provides law enforcement services to the City of Vista. As the City's "Police Department," the SDCSD provides a full range of services including general patrol, traffic enforcement, criminal investigations, juvenile services, communications and dispatch, and various management support services. Law enforcement services include Community Service Officers, canine handlers, and narcotics gang investigations. The Sheriff's Station is located at 325 S. Melrose Drive in Vista. The Vista Sheriff's station serves the City and surrounding unincorporated areas. The SPA is located within Sheriff's Beat Numbers 305,306, 307, 309, 310, 311, and 314, which are serviced from the Vista Patrol Station. The SDCSD also maintains a "storefront" office in Vista Village at 30 Main Street.

Approximately 97 persons, including patrol, traffic, detectives, and supervisors, are sworn officers. An additional ten deputies are assigned to the adjacent unincorporated areas. Deployment of officers is based on a response to demand and varies across hours of the day, ranging from a low of seven to a high of thirteen officers. There are five Community Service Officers assigned to the Vista Patrol Station that respond to less violent crimes. The Sheriff's station is equipped with the following vehicles: approximately 50 marked patrol cars, a variety of unmarked detective and undercover cars, three motorcycle units, marked volunteer patrol cars, and two speed enforcement trailers. Additionally, the Vista Station has two Community Oriented Policing & Problem Solving (COPPS) Units. The COPPS focus on a non-traditional approach to crime reduction through interaction with other agencies and local citizens. SDCSD regional services that are available to Vista residents include: ASTREA helicopter and fixed-wing aircraft support, bomb/arson investigation, crime laboratory, homicide investigators, Gang Task Force, reserve personnel, Explorer Cadets, and Special Enforcement Detail ("SWAT" unit).

According to the SDCSD, the desirable law enforcement service level is a 24-hour service package consisting of seven patrol deputies, two detectives, one supervisor, and one clerical support staff for each 10,000 residents (one officer per 1,000 residents). In order to maintain adequate service levels for each increase of 1,000 residents, approximately one sworn officer must be added to staff to maintain adequate service levels. Using the present staffing level and SANDAG population figures, the current ratio is approximately 0.8 officers per 1,000 residents.

The California League of Cities Effectiveness Measures for Police Services has set three ranges of service levels for response times, as shown in Table 4.12-1. Priority 1 and 2 calls involve life-threatening situations or felonies in progress.

Response time to the SPA varies on the priority of call. Average response times for calls requiring SDCSD services within the City are listed in Table 4.12-2. These response times are for calendar year 2008, which is the most recent year of data recorded. Average response time is measured from time a call

is received to the time an officer arrives on-scene. Deputies are dispatched via radio and mobile data terminals and typically do not respond from a fixed location such as the SDCSD Station.

**Table 4.12-1. Effectiveness Measures for Police Services**

Level of Priority	High	Medium	Low
Priority 1 calls	Less than 5 minutes	5 – 6 minutes	Greater than 6 minutes
Priority 2 call	Less than 6 minutes	6 – 8 minutes	Greater than 8 minutes
Non-emergency calls	Less than 20 minutes	20 – 60 minutes	Greater than 1 hour

Source: San Diego County Sheriff's Department, 2009.

**Table 4.12-2. Average SDCSD Response Times for Priority Calls (2008)**

Level of Priority	Average Response Time	Number of Calls Received
Priority 1 Calls	6.7 minutes	215 calls
Priority 2 Calls	10.9 minutes	7,004 calls
Priority 3 Calls	16.8 minutes	14,643 calls
Priority 4 Calls	50.5 minutes	11,096 calls

Source: San Diego County Sheriff's Department, 2009.

#### 4.12.1.2 Fire Protection

The SPA is located within the Vista Fire Department (VFD) service area. The VFD services the entire 18 square miles of the City as well as the 19 square miles of the Vista Fire Protection District, which includes unincorporated areas of San Diego County. The VFD has six distinct divisions to provide a complete range of services to the residents of Vista which include the Fire Maintenance Division, the Training Division, the Fire Administration Division, the Fire Suppression Division, the Fire Prevention Division, and the Emergency Medical Services (EMS) Division. The Fire Maintenance Division is responsible for maintaining fire stations, grounds, and all apparatus and equipment. The Training Division coordinates all aspects of employee training including the coordination and delivery of new-hire firefighters. The Fire Administration Division provides management of personnel issues, budgeting, planning, directing, and team building. The Fire Suppression Division provides emergency response for the protection of life and property from the effects of fire, hazardous materials, and natural disasters. The Fire Prevention Division exists to promote, foster and develop ways and means to protect the public from the harmful effects of fire, through proactive engineering, inspection, code enforcement, hazard abatement, fire investigation and public education programs. The EMS Division provides basic and advanced life support to the citizens of Vista. In addition to these services, Disaster Preparedness for the City is coordinated through the VFD, which entails in the planning, preparation, and mitigation of the effects of any major emergency or regional disaster.

The VFD has six fire stations: Station 1 (Headquarters) located at 175 N. Melrose Drive, Station 2 located at 1050 Valley Drive, Station 3 located at 1070 Old Taylor Street, Station 4 located at 2121 Thibodo Road, Station 5 located at 2009 S. Melrose Drive, and Station 6 located at 651 E. Vista Way. Fire Station 5 and 6 are recent additions to the VFD, and were opened in April of 2009. The nearest fire stations to the SPA are Station 1, 6, and 4. Station 1 is located to the west of PA-1, approximately 500 feet

southwest of the western boundary. Station 6 is located just outside of the northern boundary of PA-2. Station 4 is located south of PA-4, south of SR-78.

The SPA is served by Vista Fire Station #6 located at 651 E. Vista Way, which is located approximately 0.4 miles east of the SPA and Vista Fire Station #1 located at 175 N. Melrose Drive which is approximately 0.9 miles west of the SPA.

Fire Station #6 is staffed with one Type 1 fire engine with a three person crew and one paramedic transport ambulance staffed with two paramedics. Fire Station #1 is staffed with one Type 1 fire engine (crew of three), one paramedic transport ambulance (crew of two) and one shift battalion chief.

Average emergency response times for the VFD in 2008 were approximately 6 minutes for all incidents within the City and an average response time of 6 minutes and 49 seconds for all incidents within the fire protection district.

The standard used to determine adequate levels of service is set by the City Council and contained within the Community Facility Standards Element of the General Plan (City of Vista, 1990). The threshold for the standard is as follows, "The City shall maintain sufficient fire suppression units to respond from its location in the City to the emergency scene within five minutes of company notification for 90 percent of all alarms. In addition, the City shall add an engine company if the average number of runs per day exceeds ten minutes over any given 180-day period". For emergency medical units, the standard is as follows, "The City shall maintain sufficient Advanced Life Support emergency medical units to respond within seven minutes to 90 percent of all alarms. In addition, the City shall add a paramedic unit if the average number of runs per day exceeds ten minutes over any given 180-day period."

#### 4.12.1.3 Schools

The SPA is located within the VUSD. The VUSD includes the majority of the City, including the entire SPA, eastern portions of the City of Oceanside, and unincorporated areas of the County of San Diego. The VUSD is the fourth largest school district in San Diego County, and currently includes 32 schools, including 16 elementary, five middle, five high, two alternative education, two magnet, one adult, and two charter schools. According to the VUSD, the following schools serve the SPA:

- Beaumont Elementary
- Bobier Elementary
- Breeze Hill Elementary
- California Avenue Special Education Elementary
- Casita Center for Science/Math
- Crestview Elementary
- Grapevine Elementary
- Hannalei Elementary
- Lake Elementary
- Maryland Elementary
- Olive Elementary
- Guajome Park Academy Charter
- Madison Middle
- Rancho Minerva Middle
- Washington Middle
- Vista Magnet Middle
- Ranch Buena Vista High
- Sierra Vista High
- Vista High
- Major General Murray High
- Alta Vista High

Several of the schools identified above are currently above classroom capacity. These schools are: Breeze Hill Elementary, Casita Center for Science/Math, Grapevine Elementary, Lake Elementary, Madison Middle, Rancho Buena Vista High, and Vista High School. The VUSD is currently constructing a new high school located at SR-76 and N. Melrose Drive in the City of Oceanside. The school is scheduled to open in the fall of 2010 and is expected to relieve overcrowding at the VUSD's high schools.

## 4.12.2 REGULATORY FRAMEWORK

### 4.12.2.1 State

#### **California Health and Safety Code (HSC) Section 13000 et seq.**

State fire regulations are set forth in Section 13000 et seq. of the California HSC, which include regulations concerning building standards (as also set forth in the California Building Code [CBC]), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all State-owned buildings, State-occupied buildings, and State institutions throughout California.

#### **California Code of Regulations (CCR) Title 24, Part 2 and Part 9**

Part 2 of Title 24 of the CCR refers to the CBC which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2, was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code which contains fire-safety-related building standards referenced in other parts of Title 24. This Code is preassembled with the 2000 Uniform Fire Code of the Western Fire Chiefs Association. This Code was revised in January 2008 with a change in the base model/consensus code from the Uniform Fire Code series to the International Fire Code.

#### **California Education Code Section 17620**

Section 17620 of the California Education Code authorizes school districts to require construction projects within the boundaries of the district to pay a fee. The fee is to be used for the funding our construction or reconstruction of school facilities. In the SPA, the VUSD collects development fees.

### 4.12.2.2 Local

#### **City of Vista Municipal Code 16.40, Uniform Fire Code**

The Uniform Fire Code establishes regulations to protect life and property from fire, hazardous materials, or, explosion, consistent with the California Fire Code. The code is enforced by the VFD. The code includes requirements such as a secondary means of access to a project if the Fire Marshall determines it is necessary, establishes dimensions for fire access roads, and sets design standards for projects including roadway design features and gates.

## 4.12.3 IMPACT SIGNIFICANCE CRITERIA

Implementation of the DVSP Update would result in a significant direct impact related to public services if it would result in the following:

1. The demand for police services would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for police protection.

2. The demand for fire protection would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times for fire protection.
3. The demand for schools would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for public school capacity.

#### 4.12.4 METHOD OF ANALYSIS

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would result from implementation of the proposed project. Impacts to public services were determined through communications with the individual service providers, as well as analyzing the project's impact on target service ratios and response times for the various public services. Questionnaires were sent to public service providers requesting information on current service levels in the SPA and their responses are included as Appendix I to this PEIR.

#### 4.12.5 PROJECT IMPACTS AND MITIGATION

##### 4.12.5.1 Issue 1 – Police Protection

*Would implementation of the DVSP Update result in a demand for police services which would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for police protection?*

##### IMPACT ANALYSIS

Implementation of the DVSP Update would increase the population in the SPA and would result in an increased demand for police protection. According to a letter dated July 22, 2009, from the SDCSD, law enforcement resources for the SPA are currently below the desired level, affecting the ability of the SDCSD to provide adequate services. Implementation of the DVSP Update would impact negatively on service delivery to the SPA and would also diminish service to the rest of the City. Therefore, additional resources must be added to maintain service levels. As described in Section 4.12.1.1, approximately one sworn officer must be added for every 1,000 new residents in order to maintain adequate service levels. As discussed in 4.11.3.1, Issue 1- Direct or Indirect Inducement of Substantial Population Growth, build-out of the DVSP Update would accommodate population growth of 4,191 people in the SPA. Therefore, to be conservative, approximately five new sworn officers would be required to adequately serve build-out of the SPA. According to the SDCSD, implementation of the DVSP Update would result in negative impact on the SDCSD's capital and facilities needs. A significant impact would occur.

##### SIGNIFICANCE OF IMPACT

The DVSP Update would result in an increase in demand for police services that would have the potential to require new police facilities or substantial alterations to existing police facilities. Therefore, a significant impact would occur.

## MITIGATION MEASURES

Implementation of mitigation measure *Pub-1* would reduce the significant impact to police services to a less than significant level.

*Pub-1* Prior to issuance of a Certificate of Occupancy for any future project under the DVSP Update, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. The project applicant shall consult with the SDCSD to determine to appropriate mitigation fee or other specific measure required.

### 4.12.5.2 Issue 2 – Fire Protection

*Would implementation of the DVSP Update result in a demand for fire protection which would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times for fire protection?*

## IMPACT ANALYSIS

The DVSP Update would not result in an increase in the demand for fire protection in the City. Two new fire stations were recently opened and fifteen additional firefighter positions are proposed to be filled. According to a letter dated June 18, 2009 from the VFD, implementation of the DVSP Update would not require new or altered VFD facilities and current staff and equipment resources are adequate to serve the SPA. Therefore, the existing VFD facilities would be adequate to serve the DVSP Update.

The emergency response time to the SPA is estimated to be 3.5 minutes which includes a 1.0 minute dispatch time, a 1.5 minute turn out time, and a 1.0 minute travel time. Non-emergency (no code) response times would include the same dispatch and turn out times plus a travel time of approximately 2.0 minutes. Estimated non-emergency response time would be 4.5 minutes. This would be within the adequate levels of service threshold set by the Vista City Council of response within 5.0 minutes for 90 percent of all alarms within the City. In addition, the VFD does not anticipate that the DVSP Update would interfere with emergency response or evacuation plans (VFD letter dated June 18, 2009).

## SIGNIFICANCE OF IMPACT

The DVSP Update would not increase the demand for fire protection services to a level that would require new fire facilities or substantial alterations to existing fire facilities. Therefore, no impact would occur.

## MITIGATION MEASURES

Implementation of the DVSP Update would not result in a significant impact related to fire protection. Therefore, no mitigation is required.

### 4.12.5.3 Issue 3 – Public Schools

*Would implementation of the DVSP Update result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for public school capacity?*

#### IMPACT ANALYSIS

Implementation of the DVSP Update would result in new residential development which would increase the demand for public school service. Assuming 1.5 school-aged children for each of 1,270 new residences accommodated by the DVSP Update, the residential development accommodated by the DVSP Update would generate approximately 1,905 new students in the VUSD. According to the VUSD, most schools that would serve the SPA have adequate capacity to accommodate growth under the DVSP Update; however, the district's high school facilities currently exceed attendance capacities (VUSD 2009). The VUSD is currently constructing a new high school in Oceanside that would relieve some overcrowding but implementation of the DVSP Update would still have the potential to impact the VUSD's abilities to provide adequate classroom capacity. Therefore, the DVSP Update would have the potential to result in the need for new or physically altered school facilities in order to maintain adequate public school services. Additionally, the non-residential development accommodated by the DVSP Update would be likely to generate additional indirect increases in demand on school services because new employment opportunities may relocate families to areas within the VUSD. However, as discussed in Section 4.11.5.1, Issue 1 – Direct or Indirect Inducement of Substantial Population Growth, implementation of the DVSP Update would not substantially induce population growth from an increase in economic activity.

#### SIGNIFICANCE OF IMPACT

The DVSP Update would increase the demand for public school capacity to a level that would have the potential to require new school facilities or substantial alterations to existing school facilities. Therefore, a potentially significant impact associated with the construction of these facilities would occur.

#### MITIGATION MEASURES

Implementation of measure *Pub-2* would reduce the significant impact to public schools to a less than significant level.

*Pub-2* All future projects under the DVSP Update would be required to pay statutory fees for public school services. As of September 2009, fees were \$2.97 per square foot for residential development, and \$0.47 per square for non-residential development. Project applicants shall contact the VUSD to determine the current and appropriate statutory fee for each future project proposed in the SPA.

## 4.12.6 CUMULATIVE IMPACTS

### 4.12.6.1 Police Protection

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to police protection services is the service area of the SDCSD. Some of the cumulative projects listed in Table 4.0-2 include residential units in the City and would result in an increase in population in the SDCSD service area. An increase in population would negatively impact service delivery (SDCSD

2009). Law enforcement services are currently below the desired level (SDCSD 2009). Therefore, the baseline cumulative impact to police protection services in the SDCSD service area is significant.

Implementation of the DVSP Update would result in an increase in population. Therefore, implementation of the DVSP would result in a cumulatively considerable contribution to significant impacts on police protection services within the regional cumulative impact area represented by the SDCSD service area. However, implementation of the mitigation measure *Pub-1* would reduce the DVSP Update's cumulative impact to police protection services within the SDCSD service area to a less than significant level.

#### 4.12.6.2 Fire Protection

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to fire protection services is the VFD service area. The cumulative projects listed in Table 4.0-2 would result in a greater number of structures to be constructed within the VFD service area as compared to existing conditions. Such new structures would increase demand on fire protection service and would adversely affect response times. Future growth and development within the City would have the potential to continue to place increasing demands on emergency and fire service capacity to a point where the VFD response time standards would be exceeded. Therefore, the baseline cumulative impact to fire protection services in the VFD service area is significant.

Implementation of the DVSP Update would result in an increase in population, new development, and renovation of existing structures. Therefore, implementation of the DVSP Update would result in increased demand for fire protection services in the SPA. However, according to the VFD, the VFD has adequate facilities, staff, and equipment to serve implementation of the DVSP Update (VFD 2009). Therefore, implementation of the DVSP Update would not result in a cumulatively considerable contribution to a cumulative significant impact.

#### 4.12.6.3 Public Schools

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to public school services is the VUSD. Some of the cumulative projects listed in Table 4.0-2 would result in new residences to be constructed within the VUSD as compared to existing conditions. Such new residences would increase the population in the VUSD and increase demand for public school services. According to the VUSD, many district facilities currently exceed attendance capacities (VUSD 2009). Therefore, the baseline cumulative impact to school services in the VUSD is significant.

Implementation of the DVSP Update would result in an increase in population compared to existing conditions. Therefore, implementation of the DVSP Update would result in a cumulatively considerable contribution to a significant cumulative impact. However, implementation of mitigation measure *Pub-2* would reduce the DVSP Update's cumulative impact to public school services within the VUSD to a less than significant level.

## 4.12.7 REFERENCES

City of Vista. 1990. City of Vista General Plan. *Community Facility Standards Element*. Adopted December 10.

San Diego County Sheriff's Department. 2009. *Letter Re: Request for Police Protection Service Information for the Proposed Downtown Vista Specific Plan*. July 22.

Vista Fire Department. 2009. *Letter Re: Fire Department Service to the Downtown Vista Specific Plan Update*. June 18.

Vista Unified School District. 2009. *Letter Re: Downtown Vista Specific Plan Update*. September 3.

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## 4.13 RECREATIONAL RESOURCES

The focus of the recreational resources discussion pertains to the recreational facilities and opportunities within the City, and the potential impacts associated with the availability of recreational resources attributed to implementation of the DVSP Update.

### 4.13.1 EXISTING CONDITIONS

#### 4.13.1.1 Recreational Facilities in the City of Vista

Park facilities in the City total approximately 604 acres. The City is committed to providing an overall average of 4.49 acres of parkland for every 1,000 residents and currently provides about 6.36 acres per 1,000 residents. Park facilities include wildlife/nature preserves, lands set aside for open space and recreation, neighborhood and community parks with playground or fields, parkettes (small areas of green space with few amenities), and special resource areas that include a unique feature such as a cultural facility. Most facilities are less than 50 acres in size and are scattered throughout the City. Some facilities, mostly parkettes, are less than one acre. School playgrounds provide an additional 108 acres of recreational facilities; however, these facilities are not under a joint-use agreement with the City, and not included in City's inventory of parkland. Guajome Regional Park is the largest park facility in the City. Guajome Regional Park is a 557-acre County-owned park located partially in the northwestern portion of the City. It offers a diversity of habitats and outdoor experiences. Habitats include riparian areas, a spring-fed lake, a marsh, and chaparral in the drier areas of the park. Visitors enjoy a range of activities, including hiking, picnicking, horseback riding, fishing, and camping. Two of Vista's main attractions are located within this area, including the Rancho Guajome Adobe Ranch House, and the Antique Gas and Steam Engine Museum.

In addition to parks, recreational facilities in the City include entertainment centers and golf courses. Vista Entertainment Center, located just west of the SPA on W. Vista Way, includes a bowling alley, arcade, sports bar and karaoke, and banquet and meeting rooms. A Boomers entertainment center that includes miniature golf, arcade games, batting cages, laser tag, and go-karts is located about a mile west of the SPA on W. Vista Way. Two golf courses are located in the City: Shadow Ridge Country Club and Vista Valley Country Club golf courses.

#### 4.13.1.2 Recreational Facilities in the SPA

Recreational facilities in the SPA include Vista Village, the historic downtown, and park facilities. Vista Village is a retail and entertainment center that includes a movie theatre, restaurants, and retail stores. The center is also has a public plaza with amenities for pedestrians. The historic downtown area also includes pedestrian amenities such as benches to encourage this area as an activity center. The downtown area features eating and drinking establishments and unique retail shops, as well as unique cultural facilities such as the Avo Playhouse, described below.

Existing park facilities located within the SPA include Avo Playhouse, Civic Center Park, Rancho Buena Vista Adobe, Buena Vista Creek Walk, Wave Waterpark, and Wildwood Park. Park facilities in the SPA total 16.5 acres, or approximately three percent of the City's total park facilities. Avo Playhouse is a 0.3-acre facility, classified as a special resource by the City. The Avo Theatre was built in 1948 and is located in PA-1a in the historic downtown area. The theater venue is available for the public to rent and provides a community service facility that hosts city-sponsored gatherings, social service organization meetings, and school graduations. Civic Center Park is a 4-acre neighborhood park that is currently

undergoing renovation. Rancho Buena Vista Adobe is a 1.9-acre special resource. The 163-year old Rancho Buena Vista Adobe offers educational tours, a gift shop, and an art gallery. Meetings rooms are available for the public to rent. Buena Vista Creek Walk is a 5.5-acre special resource. It provides a landscaped walkway along Buena Vista Creek. The portion of the creek that traverses the park is the only portion of the creek that is not channelized in the SPA. Wave Waterpark is a 2.9-acre special resource. The waterpark includes a variety of waterslides and water attractions. The park includes a swimming pool that can be used for swimming lessons or lap swimming, volleyball courts, and a gazebo/pavilion. Amenities include picnic tables and restrooms. Wildwood Park is a 1.9-acre neighborhood park. The park includes a playground area, picnic tables, BBQ facilities, and restrooms.

## **4.13.2 REGULATORY FRAMEWORK**

### **4.13.2.1 State**

#### **Mitigation Fee Act**

California Government Code Sections 66000 through 66008, the Mitigation Fee Act, gives cities the authority to impose a fee, other than a tax, that is charged to the applicant in connection with approval of a development project for the purpose of offsetting all or a portion of the cost of public facilities related to the development project, such as wear and tear of public recreational facilities.

### **4.13.2.2 Local**

#### **City of Vista Parks and Recreation Commission**

The City's Parks and Recreation Commission advise City representatives and the Director of Parks and Community Services on decisions pertaining to parks, recreation, and open space issues. The Commission also aids in the coordination of public agencies and civic organizations as it relates to park and recreation planning and programming. The City is committed to providing an overall average of 4.49 acres of parkland for every 1,000 residents. The City collects funds for parkland and recreational facilities through Quimby Act fees, as well as Mitigation Fee Act fees. The Quimby Act does not apply to the DVSP Update because only subdivision projects are required to pay Quimby Act fees. However, as discussed above, the Mitigation Fee Act would apply to development in the SPA.

#### **City Council Resolution No. 2005-150**

City Council Resolution No. 2005-150 increased the Park Development Impact fee, the City's Mitigation Act fee for recreational resources. The resolution requires that the Park Development Impact fee be increased annually by an amount equal to the Consumer Price Index for the San Diego region.

## **4.13.3 IMPACT SIGNIFICANCE CRITERIA**

Implementation of the DVSP Update would result in a significant direct impact on recreational resources if it would:

1. Increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

#### 4.13.4 METHOD OF ANALYSIS

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would occur from implementation of the proposed project. Impacts to the existing environment were determined based on the project's potential to accelerate degradation of existing facilities due to the increase in new housing and commercial development in the SPA. This impact would be partially offset through the provision of new recreational resources under the DVSP Update. The environmental impacts associated with the construction of new recreational resources in the SPA have been analyzed throughout the EIR as part of the proposed project.

#### 4.13.5 PROJECT IMPACTS AND MITIGATION

##### 4.13.5.1 Issue 1 – Impacts to Existing Recreational Facilities

*Would implementation of the DVSP Update result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

##### IMPACT ANALYSIS

The DVSP Update would accommodate commercial, retail, municipal, office, and residential land uses in the downtown area of the City. Development of an additional 1,270 residential units and 1,866,737 SF of non-residential development would be accommodated in the SPA. Therefore, the DVSP Update would encourage growth in the SPA and would be expected to result in the increased use of existing neighborhood and regional parks and other recreational facilities.

However, implementation of the DVSP Update would not remove or damage any existing recreational facilities, nor would it permanently reduce the quantity of recreational opportunities in the area. Existing recreational facilities in the SPA and in the City would remain under the DVSP Update. The SPA is currently developed and does not provide any opportunities for new neighborhood or regional parks. Redevelopment in the SPA would increase the potential of the area to provide recreational opportunities. Implementation of the DVSP Update would include development of activity centers and public areas that are anticipated to enhance the SPA as recreational experience for visitors and residents. The DVSP Update would encourage the development of new recreational facilities to serve the new and existing residents of the SPA, which would reduce demand on existing recreational facilities as a result of growth in the SPA. Both the Area-wide Design and Development Plan and Planning Area Design and Development Plans encourage public facilities and activity centers that would increase recreational opportunities. The recreational facilities that would be accommodated under the DVSP Update are described below.

Several land uses that include recreational facilities would be permitted in all planning areas under the DVSP Update. These land uses include parks, public open space, trails, and eating and drinking establishments. Parks trails, and similar land uses would provide public open space. Eating and drinking establishments and similar land uses would encourage activity areas. Additionally, the Area-wide Design and Development Plan include requirements for the inclusion of recreational facilities in new development accommodated by the DVSP Update. The DVSP Update requires that destination retail/entertainment development must provide usable exterior publicly accessible amenities which may include any combination of seating, public art, water features, and usable landscape area. The standards for mixed-use projects require outdoor space to be a minimum of 400 SF. Work/live developments consisting of 4 units or less are required to provide a minimum of 50 SF of open space per unit, and

developments exceeding 4 units are required to provide 150 SF of open space per unit. The design guidelines for all residential developments include a requirement for residents to have access to usable open space for recreation and social activities. A series of connected open space areas of varying shape, appearance, and usage are encouraged. These requirements would provide park facilities for new residential development in the SPA. The design guidelines for commercial development encourage development to provide several features for pedestrian activity areas that would provide recreational activity areas: site amenities and other design features that encourage pedestrian use; clustered buildings to create courtyards, plazas, and outdoor dining areas; public art, water features, and other appropriate amenities that encourage pedestrian utilization; and sufficient levels of shade for users.

The Design and Development Plans for each planning area provide additional provisions for recreational facilities specific to each planning area. PA-1, in addition to the land uses and development guidelines listed above, would conditionally accommodate community centers, playgrounds, and indoor commercial recreation facilities, which would provide parkland and activity centers. A Guiding Principle for PA-1 is to provide for and enhance community-gathering spaces within the planning area. The Character Defining Elements and Guidelines in the Design and Development Plan for PA-1 encourage public open spaces such as small plazas or courtyards to be integrated into the pedestrian network.

The overall vision for PA-2 includes the development of entertainment uses. New recreational facilities would build upon the existing facilities in this planning area, including Vista Village, Wave Waterpark, and Buena Vista Creek Walk. Additional land uses permitted in PA-2 that would provide park facilities and activity areas include community centers, playground, auditoriums, cultural institutions, and theatres. Arcades, indoor commercial recreation facilities, live entertainment, and dance halls may also be accommodated in the planning area. The Character Defining Elements and Guidelines for PA-2 encourage outdoor public spaces and amenities to create community gathering places.

PA-3 is envisioned as an activity center that links both ends of the SPA. This planning area would accommodate a mix of residential, retail, commercial, and entertainment land uses. In addition to the land uses permitted area-wide, land uses in PA-3 may include cultural institutions, theatres, and live entertainment. The vision for PA-3 includes an artistic, creative feel, with unique shops, art galleries, ethnic restaurants, and similar complementary uses, as well as enhanced pedestrian paths to create a pedestrian activity area. A key guiding principle for PA-3 is to provide for and enhance community-gathering space and improved pedestrian access within the Planning Area. The Character Defining Elements and Guidelines for PA-3 encourage mid-block pedestrian activity areas.

The overall vision for PA-4 is an 18-hour activity area with a variety of residential and commercial uses. The planning area would be highly walkable, rich in amenities to encourage the area as a recreational center for Sprinter passengers as well as residents. Large public spaces are envisioned in this planning area. Community centers, auditoriums, cultural institutions, and theatres would be permitted in PA-4. Indoor commercial recreation facilities and live entertainment may be permitted. Restaurants with outdoor dining are encouraged. Public spaces such as courtyards and plazas of varying sizes to provide a variety of pedestrian activities are encouraged in the Character Defining Elements and Guidelines for PA-4.

Therefore, as described above, future development under the DVSP Update would provide recreational facilities to accommodate new growth. Land uses that accommodate new parkland and activity areas are permitted in every planning area. New development accommodated by the DVSP Update would be required to comply with the DVSP Update design and development guidelines which encourage, and in some cases require, new parkland and activity areas. New recreational facilities would be provided concurrent with new development, so that growth in the SPA would not outpace the provision of recreational facilities. As such, the DVSP Update would provide recreational facilities to serve growth

accommodated by the DVSP Update. Implementation of the DVSP Update would not result in the removal of any existing recreational facilities and would increase recreational opportunities in the SPA. Therefore implementation of the DVSP Update would aid the City in maintaining its goal of providing 4.49 acres of parkland for every 1,000 residents by expanding recreational opportunities in an already developed area. Additionally, future development projects under the DVSP Update would be required to pay the City's Park Development Impact Fee, which would provide funding for the City to maintain its parkland goal. Therefore, implementation of the DVSP Update would not result in an increase in the use of existing recreational facilities that would result in the substantial physical deterioration of existing facilities.

#### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not result in an increase in the use of existing recreational facilities that would result in the substantial physical deterioration of existing facilities.

#### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact to existing recreational facilities. Therefore, no mitigation is required.

#### **4.13.5.2 Issue 2 – Adverse Effects from Recreational Facilities**

*Would implementation of the DVSP Update include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

#### **IMPACT ANALYSIS**

As described above in Section 4.13.5.1, Issue 1, implementation of the DVSP Update would accommodate the construction of new recreational facilities. Potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update have been analyzed in the various sections of this PEIR. Any impacts occurring from construction or operation of future development under the DVSP Update, including any recreational facilities, would be mitigated by the measures provided in the other sections of Chapter 4.0, Environmental Analysis, of this PEIR. Therefore, potential physical effects on the environment from recreational facilities associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of mitigation measures identified in this PEIR.

#### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would accommodate the construction of recreational facilities that would have the potential result in an adverse physical effect on the environment.

#### **MITIGATION MEASURES**

Implementation of the measures identified in the various sections of this PEIR would reduce the potentially significant impact associated with the construction of new recreational facilities to a less than significant level, with the exception of traffic.

## 4.13.6 CUMULATIVE IMPACTS

As stated in Table 4.0-1, the geographical context for cumulative impacts to recreational facilities is the recreational facilities in the City.

### 4.13.6.1 Impacts to Existing Recreational Facilities

The cumulative projects identified in Table 4.0-2 may result in a significant cumulative impact on recreational resources due to degradation of facilities in the City if these projects would not provide recreational facilities to serve the growth accommodated by the DVSP Updates. Several cumulative projects are subdivisions that would be required to pay the Park Development Impact fees toward recreational facilities. Additionally, the other cumulative developments would be required to pay Mitigation Act fees, similar to development under the DVSP Update. However, these fees do not guarantee that land is available to dedicate to parkland, and the cumulative projects may make land previously available for new parkland unavailable, increasing the demand on existing recreational facilities. Therefore, a significant cumulative impact would occur. However, implementation of the DVSP Update would provide new recreational facilities in the SPA for new and existing residents and visitors. Additionally, the SPA is developed and does not provide an opportunity for new recreational facilities in its existing condition. Implementation of the DVSP Update would not result in a cumulatively considerable contribution to a significant cumulative impact to existing recreational facilities.

### 4.13.6.2 Adverse Effects from Recreational Facilities

Similar to implementation of the DVSP Update, it is assumed that other cumulative projects that would include the construction of recreational facilities would be responsible for mitigating the physical environmental impacts of the proposed recreational facilities as required by the City and CEQA, or approval of these projects would not occur. Therefore, a significant cumulative impact related to adverse effects from recreational facilities would not occur.

## 4.13.7 REFERENCES

City of Vista. 2008. *City of Vista Fees*. October 16.

## 4.14 TRAFFIC

The discussion in this section is summarized from the traffic impact analysis prepared by RBF Consulting (RBF) (August 2009). Existing traffic and circulation conditions are described, as well as intersection analysis methodologies, standards, and thresholds. Potential impacts expected to result from implementation of the DVSP Update were evaluated under three scenarios: Existing Conditions, Cumulative (Year 2030) Base Conditions (assumes General Plan land uses), and Cumulative (Year 2030) Base Plus Project Conditions (assumes that S. Santa Fe Avenue would be reduced to two lanes from Vista Village Drive to Escondido Avenue, and Olive Drive would not be extended). A second circulation network option is being considered for implementation of the DVSP Update, which would maintain S. Santa Fe Avenue at four lanes from Vista Village Drive to Escondido Avenue. This option, the Year 2030 Conditions With Project Scenario (four lanes on South Santa Fe Avenue from Vista Village Drive to Escondido Avenue; no Olive Drive extension), is also analyzed in the RBF Consulting traffic analysis letter report. This scenario is analyzed in the Expanded Street Configuration Alternative in Chapter 6.0, Alternatives. The Year 2030 Conditions With Project (two lanes on South Santa Fe Avenue from Vista Village Drive to Escondido Avenue; no Olive Drive extension) is the scenario included in the EIR discussion because it represents the worst-case scenario in terms of traffic. The RBF Consulting Traffic Analysis Letter Report is included as Appendix J of this PEIR.

### 4.14.1 EXISTING CONDITIONS

#### 4.14.1.1 Existing Roadway Segments Serving the SPA

The SPA is located just north of SR-78 generally along Vista Village Drive, S. Santa Fe Avenue, and Escondido Avenue (see Figure 2-1). There are several locally and regionally important roads that traverse the SPA. They are identified in Table 4.14-1, including particular roadway segments, General Plan Circulation Element Classification, number of lanes, and orientation. Existing Roadway Segment LOS

Roadway system operating conditions are typically described in terms of LOS, which is a measure of a roadway or intersection operating performance and the motorists' perception of roadway performance. Roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic volumes (ADT). LOS is expressed as a letter designation from A to F, with A representing the best operating condition, and F representing the worst.

Table 4.14-2 shows the City's General Plan Circulation Element roadway capacity and LOS standards utilized to analyze significant roadways. This table was developed based on similar standards currently used by jurisdictions throughout the San Diego region, and has been approved for use in the City of Vista. The standards shown in Table 4.14-2 are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, the performance and LOS of a roadway segment is heavily influenced by the ability of the arterial intersections to accommodate peak hour volumes. Within the City of Vista and the San Diego region as a whole, intersection performance rather than roadway segment performance is considered the better indicator of poor level of operations and upon which recommendations for corrective mitigation measures are based.

**Table 4.14-1. Roadways Serving the SPA**

Roadway	Segment	Classification	Number of Lanes	Orientation
Olive Avenue	East of Plymouth Drive	Minor Arterial	2	North-South
W. Vista Way	Valencia Drive to Vista Village Drive	Prime Arterial	6	East-West
Vista Village Drive	SR-78 WB ramp to Vista Way	Prime Arterial	6	East-West
	Vista Way to Olive Avenue	Prime Arterial	6	East-West
	Olive Avenue to Santa Fe Avenue	Prime Arterial	6	East-West
	Santa Fe Avenue to Main Street	Major Arterial	4	East-West
	Main Street to Escondido Avenue	Major Arterial	4	East-West
E. Vista Way	Escondido Ave to Townsite	Major Arterial	4	East-West
S. Santa Fe Avenue	California Avenue to Connecticut Avenue	Major Arterial	4	North-South
	Washington Street to Vista Village Drive	Major Arterial	4	North-South
	Vista Village Drive to Main Street	Major Arterial	4	North-South
	Main Street to Guajome Street	Major Arterial	4	North-South
	Guajome Street to Pala Vista Drive	Major Arterial	4	North-South
	Pala Vista Drive to Escondido Avenue	Major Arterial	4	North-South
	Escondido Avenue to Postal Way	Major Arterial	4	North-South
	Postal Way to Monte Vista Drive	Major Arterial	4	North-South
South of Monte Vista Drive	Major Arterial	4	North-South	
Eucalyptus Avenue	Citrus Avenue to Escondido Avenue	Minor Arterial	2	East-West
Escondido Avenue	Vista Village Drive to Alta Vista Drive	Major Arterial	4	North-South
	Alta Vista Drive to Eucalyptus Ave	Major Arterial	4	East-West
	Eucalyptus Avenue to Crescent Avenue	Major Arterial	4	East-West
	Crescent Avenue to S. Santa Fe	Major Arterial	4	East-West
	Santa Fe Avenue to Postal Way	Major Arterial	4	East-West
	north of SR 78 WB ramp	Major Arterial	4	East-West
	78WB ramps to 78 EB ramps	Major Arterial	4	East-West
State Route 78	Vista Village Drive to Escondido Avenue	Freeway	6	North-South

Source: RBF Consulting, 2009.

**Table 4.14-2. Circulation Element Roadway Classifications, Capacity and LOS Standards**

Functional Classification	Level of Service				
	A	B	C	D	E
Prime Arterial (six-lane, divided)	<36,000	<42,000	<48,000	<54,000	<60,000
Major Arterial (four-lane, divided)	<24,000	<28,000	<32,000	<36,000	<40,000
Secondary Arterial (four-lane, undivided)	<15,000	<17,500	<20,000	<22,500	<25,000
Minor Arterial (two-lane, undivided)	<9,000	<10,500	<12,500	<15,000	<17,000
Collector (four-lane, no center lane)	<5,500	<7,000	<10,000	<13,000	<15,000
Collector (two-lane, continuous left-turn lane)	<5,500	<7,000	<10,000	<13,000	<15,000
Light Collector (two-lane)	<5,300	<6,200	<7,000	<7,900	<8,800

Source: City of Vista Circulation Element, 2001.

Table 4.14-3 presents the existing traffic volumes and LOS for the roadway segments serving the SPA. For the purposes of this traffic analysis, LOS D is considered acceptable for roadway segments. Daily roadway segment LOS was evaluated based on the volume-to-capacity ratio calculations. The capacity of the roadway is an approximation of the daily volumes that can be carried by the roadway according to its functional classification. All are operating at an acceptable LOS D or better, except for E. Vista Way from Escondido Avenue to Franklin Avenue, which operates at LOS F, and Escondido Avenue, north of the SR-78 westbound ramps, which operates at LOS E.

**Table 4.14-3. Roadway Segment LOS Results - Existing Conditions**

Roadway	Segment	Class (# of lanes)	LOS E Capacity	Existing ADT Counts	LOS
Olive Avenue	East of Plymouth Drive	Minor (2)	17,000	7,397	A
W. Vista Way	Valencia Drive to Vista Village Drive	Prime (6)	60,000	20,091	A
Vista Village Drive	SR-78 WB ramps to Vista Way	Prime (6)	60,000	47,161	C
	Vista Way to Olive Avenue	Prime (6)	60,000	40,923	B
	Olive Avenue to Santa Fe Avenue	Prime (6)	60,000	39,548	B
	Santa Fe Avenue to Main Street	Major (4)	40,000	21,609	A
	Main Street to Escondido Avenue	Major (4)	40,000	23,235	A
E. Vista Way	Escondido Avenue to Townsite Drive	Major (4)	40,000	40,722	<b>F</b>
S. Santa Fe Avenue	California Avenue to Connecticut Avenue	Major (4)	40,000	27,074	B
	Washington Street to Vista Village Drive	Major (4)	40,000	28,608	C
	Vista Village Drive to Main Street	Major (4)	40,000	20,771	A
	Main Street to Guajome Street	Major (4)	40,000	19,774	A
	Guajome Street to Pala Vista Drive	Major (4)	40,000	18,742	A
	Pala Vista Drive to Escondido Avenue	Major (4)	40,000	18,564	A
	Escondido Avenue to Postal Way	Major (4)	40,000	22,515	A
	Postal Way to Monte Vista Drive	Major (4)	40,000	21,477	A
	South of Monte Vista Drive	Major (4)	40,000	19,253	A
Eucalyptus Avenue	Citrus Avenue to Escondido Avenue	Minor (2)	17,000	3,063	A
Escondido Avenue	Vista Village Drive to Alta Vista Drive	Major (4)	40,000	24,608	B
	Alta Vista Drive to Eucalyptus Avenue	Major (4)	40,000	24,173	B
	Eucalyptus Avenue to Crescent Avenue	Major (4)	40,000	24,983	B
	Crescent Avenue to S. Santa Fe Avenue	Major (4)	40,000	30,244	C
	Santa Fe Avenue to Postal Way	Major (4)	40,000	27,217	B
	South of Pala Vista Drive	Major (4)	40,000	35,278	D
	North of SR-78 WB ramps	Major (4)	40,000	36,372	<b>E</b>
	SR-78WB ramps to SR-78 EB ramps	Major (4)	40,000	20,888	A

LOS = Level of Service; ADT = Average Daily Traffic; Bold letter indicates unacceptable LOS E or F  
Source: RBF Consulting, 2009.

### 4.14.1.2 Existing Intersections Serving the SPA

The following 32 key study area intersections were analyzed in the traffic impact analysis:

- Melrose Drive / Olive Avenue
- Valencia Drive / Vista Way
- Santa Fe Avenue / Townsite Drive
- Santa Fe Avenue / Orange Street (unsignalized intersection)
- Santa Fe Avenue / Vista Village Drive
- Olive Avenue / Vista Village Drive
- Recreation Drive / Vista Village Drive
- Vista Village Drive / Vista Way
- Vista Village Drive / Lado De Loma Drive
- Vista Village Drive / SR-78 WB Ramps
- Vista Village Drive / SR-78 EB Ramps
- Vista Village Drive / SR-78 Hacienda Drive
- Santa Fe Avenue / Main Street
- Santa Fe Avenue / East Broadway (unsignalized intersection)
- Santa Fe Avenue / Guajome Street
- Pala Vista Drive / Santa Fe Avenue (unsignalized intersection)
- Escondido Avenue / Santa Fe Avenue
- Postal Way / Santa Fe Avenue
- Santa Fe Avenue / Monte Vista Drive
- Citrus Avenue / Vista Village Drive
- Main Street / Vista Village Drive
- Escondido Avenue / Vista Way
- Vista Way / Townsite Drive
- Vale Terrace Drive / Vista Way
- Escondido Avenue / Alta Vista Drive
- Escondido Avenue / Eucalyptus Drive
- Escondido Avenue / Crescent Drive
- Escondido Avenue / Postal Way
- Escondido Avenue / Pala Vista Drive
- Escondido Avenue / SR-78 WB Ramps
- Escondido Avenue / SR-78 EB Ramps
- Escondido Avenue / Crest View Road

### 4.14.1.3 Existing Intersection LOS

Like roadways, intersection performance is also expressed in terms of LOS with grades of performance from A to F. Different LOS criteria are used for signalized and unsignalized intersections. The definitions are generally based on delays experienced by motorists. Signalized intersection LOS criteria are shown in Table 4.14-4, and stop controlled unsignalized intersection LOS criteria are shown in Table 4.14-5.

**Table 4.14-4. Signalized Intersection LOS Criteria Highway Capacity Manual Operational Analysis Method**

Average Stopped Delay per Vehicle (Seconds)	Level of Service Characteristics
<10.0	LOS A describes operations with very little delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
10.0—20.0	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than in LOS A, causing higher levels of average delay.
20.0—35.0	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
35.1—55.0	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The congestion becomes more noticeable, and individual cycle failures are noticeable.
55.1—80.0	LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80.1	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: Transportation Research Board, Highway Capacity Manual, 3<sup>rd</sup> Edition, 2000.

**Table 4.14-5. Stop Controlled Unsignalized Intersection LOS Criteria**

Average Control Delay (Seconds/Vehicle)	Level of Service
≤10	A
>10 and ≤15	B
>15 and ≤25	C
>25 and ≤35	D
>35 and ≤50	E
>50	F

Source: Highway Capacity Manual, 2000.

Table 4.14-6 shows intersection LOS and average vehicle delay results for the key intersections near the SPA under existing conditions, as calculated by RBF Consulting. The City considers LOS D or better during the AM and PM peak hours (the times of day experiencing the heaviest traffic) to be the threshold of significance for intersection LOS. This is consistent with the approach of other jurisdictions within San Diego County and past studies conducted within the City. Table 4.14-6 shows the key intersections in the SPA are operating at acceptable LOS D or better during the morning and evening peak hours under existing conditions, with the exception of the S. Santa Fe Avenue/Orange Street intersection, which operates at LOS E during AM peak hour and LOS F during the PM peak hour, and the Pala Vista Drive/S. Santa Fe Avenue intersection, which operates at LOS E during the PM peak hour. Figure 4.14-1 depicts the LOS of intersections and segments (with ADT volumes) that operate below an acceptable under existing conditions.

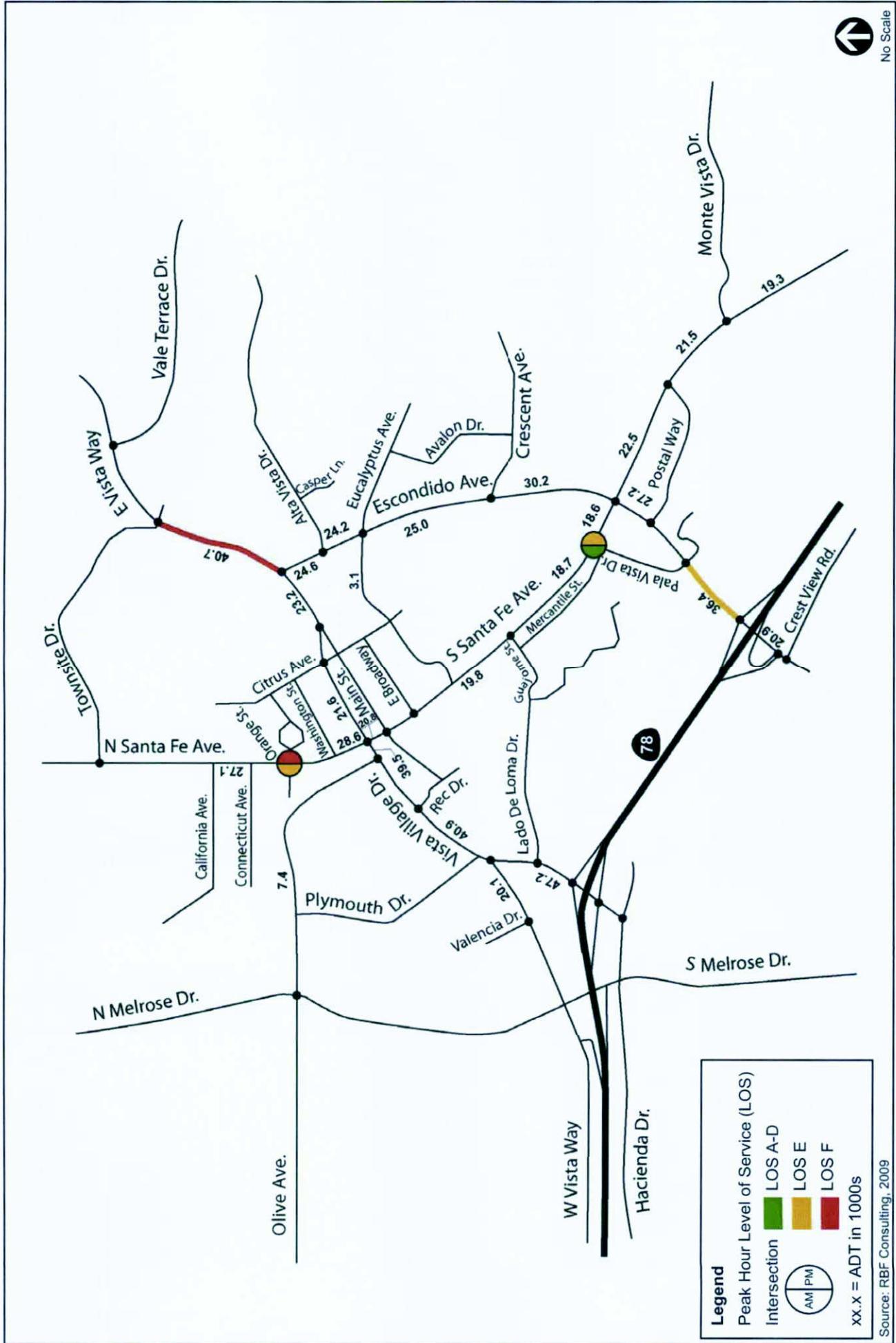
Table 4.14-6. Peak Hour Intersection LOS Results - Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (Sec.)	LOS	Average Delay (Sec.)	LOS
Melrose Drive / Olive Avenue	39.9	D	42.3	D
Valencia Drive / Vista Way	17.0	B	13.0	B
Santa Fe Avenue / Townsite Drive	24.8	C	26.2	C
Santa Fe Avenue / Orange Street <sup>(1)</sup>	36.7	E	59.6	F
Santa Fe Avenue / Vista Village Drive	23.4	C	32.0	C
Santa Fe Avenue / Main Street	12.2	B	18.0	B
Santa Fe Avenue / E. Broadway <sup>(1)</sup>	14.8	B	30.2	D
Santa Fe Avenue / Guajome Street	9.8	A	14.5	B
Santa Fe Avenue / Monte Vista Drive	14.9	B	20.7	C
Olive Avenue / Vista Village Drive	12.1	B	9.7	A
Recreation Drive / Vista Village Drive	14.8	B	34.6	C
Vista Village Drive / Vista Way	9.2	A	25.9	C
Vista Village Drive / Lado de Loma Drive	7.7	A	22.3	C
Vista Village Drive / SR-78 WB Ramps	18.1	B	19.1	B
Vista Village Drive / SR-78 EB Ramps	15.1	B	23.8	C
Vista Village Drive / Hacienda Drive	35.7	D	36.2	D
Pala Vista Drive / Santa Fe Avenue <sup>(1)</sup>	21.5	C	46.3	E
Escondido Avenue / Santa Fe Avenue	20.2	C	45.3	D
Escondido Avenue / Vista Way	29.3	C	36.7	D
Postal Way / Santa Fe Avenue	14.6	B	19.2	B
Citrus Avenue / Vista Village Drive	15.1	B	16.4	B
Main Street / Vista Village Drive	15.4	B	18.1	B
Vista Way / Townsite Drive	8.4	A	23.9	C
Vale Terrace / Vista Way	34.5	C	37.9	D
Escondido Avenue / Eucalyptus Drive	8.8	A	30.7	C
Escondido Avenue / Postal Way	13.6	B	19.6	B
Escondido Avenue / Alta Vista Drive	6.2	A	9.0	A
Escondido Avenue / Crescent Drive	6.1	A	10.9	A
Escondido Avenue / Pala Vista Drive	11.7	B	26.2	C
Escondido Avenue / SR-78 WB Ramps	11.0	B	15.4	B
Escondido Avenue / SR-78 EB Ramps	11.6	B	16.0	B
Escondido Avenue / Crest View Rd	16.7	B	15.5	B

<sup>(1)</sup> Unsignalized intersection - Delay shown is worst approach delay

**Bold letter indicates unacceptable LOS E or F**

Source: RBF Consulting, 2009.



**EXISTING CONDITIONS – INTERSECTION LOS AND ADT VOLUMES** **FIGURE 4.14-1**

## **4.14.2 REGULATORY FRAMEWORK**

### **4.14.2.1 Federal**

#### **Americans with Disabilities Act (ADA)**

The ADA (1990) is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. Pedestrian facility design must comply with the accessibility standards identified in the ADA, which applies to all projects involving new or altered pedestrian facilities. The scoping and technical provisions for new construction and alterations identified in the ADA Accessibility Guidelines (Sections 4.3, 4.7 and 4.8 of the Act) can be used to help design pedestrian facilities that are ADA compliant. For example, Title II-6.600 of the Technical Assistance Manual states: "When streets, roads, or highways are newly built or altered, they must have ramps or sloped areas whenever there are curbs or other barriers to entry from a sidewalk or path." Certain facilities, such as historic buildings, may be exempt from ADA requirements.

#### **Highway Capacity Manual (HCM)**

The HCM (2000), prepared by the federal Transportation Research Board (TRB), is the result of a collaborative multi-agency effort between the TRB, FHWA, and American Association of State Highway and Transportation Officials (AASHTO). The HCM contains concepts, guidelines, and procedures for computing the capacity and quality of service of various transportation facilities, including freeways, signalized and unsignalized intersections, and rural highways, and the effects of transit, pedestrians, and bicycles on the performance of these systems.

#### **Title 23, Code of Federal Regulations (CFR)**

Revised in April 1, 2005, Section 450.220 of Title 23 (Highways) in the CFR requires each state to carry out a continuing, comprehensive, and intermodal statewide transportation planning process. This planning process must include the development of a statewide transportation plan and transportation improvement program that facilitates the efficient, economic movement of people and goods in all areas of the state.

#### **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

On August 10, 2005 SAFETEA-LU was signed into law. SAFETEA-LU addresses the many challenges facing transportation systems and sets funding and programs to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity, and protect the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities.

### **4.14.2.2 State Regulations**

#### **Caltrans Standards**

Caltrans is responsible for planning, designing, building, operating, and maintaining California's transportation system. Caltrans sets standards, policies, and strategic plans that aim to do the following: 1) provide the safest transportation system for users and workers; 2) maximize transportation system performance and accessibility; 3) efficiently deliver quality transportation projects and services; 4) preserve and enhance California's resources and assets; and 5) promote quality service. Caltrans has

the discretionary authority to issue special permits for the use of State highways for other than normal transportation purposes. Caltrans also reviews all requests from utility companies, developers, volunteers, nonprofit organizations, and others desiring to conduct various activities within the State Highway right-of-way. The Caltrans HDM, prepared by the Office of Geometric Design Standards (Caltrans 2008), establishes uniform policies and procedures to carry out the highway design functions of Caltrans. Caltrans has also prepared a *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002) to provide consistency and uniformity in the identification of traffic impacts generated by local land use proposals.

### **Statewide Transportation Improvement Program (STIP)**

The California 2007 STIP, approved by the U.S. Department of Transportation in October 2006, is a multiyear, intermodal program of transportation projects that is consistent with the Statewide transportation planning processes, metropolitan plans, and CFR Title 23. The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies. In San Diego County, the MPO and Regional Transportation Planning Agency is the SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the federal Transit Act and CFR Title 23, including federally funded projects.

### **Transportation Development Act (TDA)**

The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. Some counties have the option of using LTF for local projects, if they can show there are no unmet transit needs. The Caltrans Division of Mass Transportation provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of, and initiates changes or additions to, legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. Caltrans ensures local planning agencies complete performance audits required for participation in the TDA.

#### **4.14.2.3 Regional Plans and Policies**

SANDAG serves as the forum for decision-making on regional issues such as growth, transportation, land use, the economy, the environment, and criminal justice. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the San Diego region's 19 local governments.

As the San Diego County MPO and Regional Transportation Planning Agency, SANDAG has produced the following documents that identify transportation plans and policies in the San Diego area:

#### **2030 Regional Transportation Plan (RTP)**

The RTP, also known as MOBILITY 2030, serves as a blueprint to address the mobility challenges created by the San Diego region's growing population and employment. It contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the region. The 2030 RTP was approved on March 28, 2003. Changes in anticipated cost and revenue have resulted in an update of the RTP that was approved by the SANDAG Board of Directors in 2006. Additional updates and approvals were obtained in late 2007, to incorporate a new regional growth forecast, strategic initiatives and several other white papers on topics not previously covered in the RTP.

### 2006 Regional Transportation Improvement Program (RTIP)

The RTIP, adopted on August 4, 2006, is a multi-year program of major highway, arterial, transit, and bikeway projects. The 2006 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of efforts to attain federal and State air quality standards for the region. The 2006 RTIP also incrementally implements the latest update to the RTP. The 2006 RTIP covers fiscal years 2007 to 2011. The 2006 RTIP includes an air quality emissions analysis for all regionally significant projects that increase the transportation system capacity, regardless of funding sources.

### Congestion Management Program (CMP)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP, which is a part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation system; develop programs to address near-term and long-term congestion; and better integrate transportation and land use planning. SANDAG, as the designated Congestion Management Agency for the San Diego region, must develop, adopt and update the CMP in response to specific legislative requirements. SANDAG, local jurisdictions, and transportation operators, such as Caltrans, the Metropolitan Transit Development Board (MTDB), and NCTD, are responsible for implementing and monitoring the CMP.

The San Diego County CMP is intended to link land use, transportation and air quality issues through LOS performance. The CMP identifies a 687-mile transportation system that provides the highest level of regional traffic service; serves major regional facilities; and provides significant inter-community traffic service and freeway congestion relief.

The CMP requires an "Enhanced CEQA Review" for projects that are expected to generate more than 2,400 ADTs or more than 200 peak-hour trips. In 1993, the Institute of Transportation Engineers' California Border Section and the San Diego Region Traffic Engineer's Council established guidelines for the preparation of traffic impact assessments that are subject to the Enhanced CEQA review process. These guidelines were updated in the *2002 Congestion Management Program Update* (SANDAG 2003), and require a traffic impact assessment to include:

- All streets and intersections on CMP arterials where the project will add 50 or more peak-hour trips in either direction.
- Mainline freeway locations where the project will add 150 or more peak-hour trips in either direction.

Based on these CMP guidelines, CMP analysis is required for implementation of the DVSP Update.

### 4.14.3 IMPACT SIGNIFICANCE CRITERIA

Implementation of the DVSP Update would result in a significant direct impact on traffic or circulation if it would:

1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
2. Exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways;

3. Result in a substantial increase in the number of vehicle trips, roadway vehicle volume, or vehicle miles traveled;
4. Substantially increase hazards due to a design feature or incompatible uses;
5. Result in inadequate emergency access;
6. Result in inadequate parking capacity; and/or
7. Conflict with adopted policies, plans, or programs supporting alternative transportation.

The first three impact significance criteria above were assessed using the City's threshold of significance. The City's threshold of significance for traffic impact analyses for peak hour intersections is based upon an LOS D at local intersections to which a project contributes traffic. Intersection analysis addresses the LOS at local intersections in terms of delay, or more specifically, in terms of average delay per vehicle. Delay is measured during the a.m. and p.m. peak travel hours to provide a worst case analysis (i.e., 7-9 a.m. and 4-6 p.m.). The LOS standards range from "A" to "F," "A" representing minimal delay (i.e., less than 10 seconds) and "F" representing excessively high delay (i.e., greater than 80 seconds). For the purposes of traffic impact analysis in the City, LOS D or better (i.e., less than 55 seconds) is considered to be the threshold level of service for signalized intersections. For unsignalized intersections LOS D would be a delay that is less than or equal to 35 seconds.

A project is considered to have a significant impact on the operation of an intersection when one of the following occurs:

- The addition of project traffic results in a LOS dropping from LOS D or better to LOS E or F.
- If an intersection is operating at LOS E or F under the no-project scenario and the project adds more than an additional 2 seconds of average vehicle delay.
- In the longer-range cumulative condition, if the addition of project traffic results in a LOS dropping from LOS D or better to LOS E or F, or if an intersection is operating at LOS E or F and the project contributes to the average vehicle delay, the project is determined to have a cumulatively significant impact.

Any impacts that are considered significant or cumulatively considerable require mitigation in order to reduce those impacts to less than significant levels.

#### 4.14.4 METHOD OF ANALYSIS

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would result from implementation of the proposed project. The SPA traffic impact analysis was performed in accordance with the requirements of the City of Vista and the CMP. Year 2030 traffic volumes were forecast using the SANDAG Series 11 Subarea model developed specifically for North County Cities (Oceanside, Carlsbad, Vista, San Marcos and Escondido). According to the RBF Consulting Traffic Analysis Letter Report (August 2009), the SANDAG traffic model generated daily traffic volumes, which were post-processed to develop Year 2030 peak hour intersection volumes for each study alternative. Using the traffic generation shown in Table 4.14-7, the DVSP Update trip distribution was developed using the SANDAG model once the accommodated land uses and related trips were entered into the model. A "select zone" model run was used to report the DVSP Update trip distribution. The process for developing the peak hour volumes was initiated by reviewing peak hour turns generated by SANDAG to understand the changes in traffic patterns forecast to occur by 2030 when build-out of the regional circulation system is forecast to occur. With an understanding of the peak hour

Table 4.14-7. DVSP Update Trip Generation

Planning Area / Land Use	Unit	Amount	Existing or General Plan Uses to Remain		Proposed New Uses	
			Daily Trips	Vehicle Trip Rate (per unit)	Daily Trips	Vehicle Trip Rate (per unit)
<b>PA-1</b>						
Total Other Commercial	acre	5.4	501	92.7	-	-
Total Church	acre	0.8	33	41.3	-	-
Total Transit Station	acre	0.6	129	215	-	-
Total Public Service	acre	0.7	202	288.6	-	-
Total Other Health Care	acre	0.2	72	360.0	-	-
Total High Density Multi-Family	DU	832	-	-	4,992	6
Total Commercial / Retail	TSF	830.623	-	-	41,531	50
Total Commercial Office	TSF	235.387	-	-	4,708	20
<b>Subtotal Trips</b>			<b>937</b>	<b>-</b>	<b>51,231</b>	<b>-</b>
<b>Total PA-1 Trips</b>			<b>52,168</b>			
<b>PA-2</b>						
Total Active Park	acre	7.9	346	43.7	-	-
Total Gov't Office/Center	acre	4.3	3,419	795.1	-	-
Total Library	acre	2.3	682	296.5	-	-
Total Transit Station	acre	1.2	257	214.2	-	-
Total Community Commercial	acre	29.5	17,514	593.7	-	-
Total Streetfront Commercial	acre	2.3	2,163	940.4	-	-
Total Other Commercial	acre	4.2	389	92.6	-	-
Total Other Recreation	acre	8.7	39	7.9	-	-
Total High Density Multi-Family	DU	127	-	-	764	6
Total Commercial / Retail	TSF	300.2	-	-	15,008	50
Total Commercial Office	TSF	100.0	-	-	2,001	20
<b>Subtotal Trips</b>			<b>24,809</b>	<b>-</b>	<b>17,773</b>	<b>-</b>
<b>Total PA-2 Trips</b>			<b>42,582</b>			
<b>PA-3</b>						
Total Church	acre	2.7	111	41.1	-	-
Total High Density Multi-Family	DU	267	-	-	1,602	6
Total Commercial / Retail	TSF	506.9	-	-	25,344	50
Total Commercial Office	TSF	72.6	-	-	1,452	20
<b>Subtotal Trips</b>			<b>111</b>	<b>-</b>	<b>28,398</b>	<b>-</b>
<b>Total PA-3 Trips</b>			<b>28,509</b>			
<b>PA-4</b>						
Total Streetfront Commercial	acre	1.02	959	940.37	-	-
Total Church	acre	0.4	16	40.00	-	-
Total High Density Multi-Family	DU	449	-	-	2,692	6
Total Commercial / Retail	TSF	447.670	-	-	22,384	50
Total Commercial Office	TSF	122.092	-	-	2,442	20
<b>Subtotal Trips</b>			<b>975</b>	<b>-</b>	<b>27,517</b>	<b>-</b>
<b>Total PA-4 Trips</b>			<b>28,492</b>			
<b>Total DVSP Update Trip Generation</b>			<b>151,751</b>			

Source: RBF Consulting, 2009.

directional distribution, RBF reviewed the volumes to ensure reasonable growth based on existing and horizon year daily traffic volumes. Modifications to the turn volumes were made to reflect reasonable traffic patterns and growth for all study intersections. A daily roadway segment analysis was also conducted for the study area roadways in accordance with the City of Vista General Plan Circulation Element. Daily roadway segment LOS was evaluated based on the volume-to-capacity ratio calculations. Peak hour intersection operating conditions were evaluated based on the HCM 2000 methodology. The HCM methodology assigns a LOS A (low delay) to LOS F (high delay) based on delay thresholds. The SYNCHRO software program was used as an interface for the HCM methodology.

The freeway mainline segment of SR-78 from the Vista Village Drive to Escondido Avenue interchanges was analyzed to determine the capacity and LOS during the Cumulative (Year 2030) scenarios using HCM 2000 methodology. Forecast Horizon Year 2030 peak hour freeway segment volumes were derived from the SANDAG Series 11 North San Diego County sub-area traffic model. The SANDAG Series 11 North San Diego County sub-area traffic model includes one HOV lane in addition to the existing three mainline lanes in each direction of travel of SR-78 from I-5 to I-15. Although this improvement is included under the 2030 RTP, the analysis assumes only the three existing mainline lanes on SR-78. It should be noted that the forecast Year 2030 peak hour freeway mainline segment analysis includes the volumes from both the freeway mainline and HOV lanes. It is important to consider that the SANDAG Series 11 Year 2030 forecast for SR-78 is higher than it would be if no additional HOV lane were assumed. While the 2030 Series 11 forecast for SR-78 is assigned more traffic due to the added HOV lane capacity, the operations analysis only assumes a capacity offered by the existing mainline lanes in each direction of travel. This provides a very conservative analysis of Year 2030 conditions.

#### **4.14.5 PROJECT IMPACTS AND MITIGATION**

##### **4.14.5.1 Issues 1, 2, and 3 – Increases in Traffic, Exceedance of LOS Standards, and Increases in Vehicle Trips, Roadway Volume and Miles Traveled**

*Would implementation of the DVSP Update cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?*

*Would implementation of the DVSP Update exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways?*

*Would implementation of the DVSP Update result in a substantial increase in the number of vehicle trips, roadway vehicle volume, or vehicle miles traveled?*

#### **IMPACT ANALYSIS**

##### **Cumulative Construction Traffic Impacts**

Future construction projects under the DVSP Update would generate worker-related vehicle trips and heavy-truck trips from the delivery of construction materials. These trips would be temporary in nature. Additionally, construction of future development under the DVSP Update would not take place all at one time. This would allow for staggered delivery of construction materials and worker-related trips throughout the SPA, and would not cause a significant increase in traffic because it would spread out the number of heavy-truck trips occurring on local roadways at any one period of time. Therefore, impacts are not anticipated to result in a significant impact.

Future development accommodated under the DVSP Update would have the potential to result in construction activities that require the export of surplus excavated materials that cannot be reused on site. Excavated materials would be exported off site by a licensed commercial hauler in conformance with applicable laws and regulations. However, because the trips would be staggered and short-term in nature, this brief period of heavy-truck traffic is not anticipated to negatively affect road segments and intersections in the vicinity of the SPA. Therefore, construction of projects under the DVSP Update would not result in significant traffic impacts.

### **Cumulative Operational Traffic Impacts**

The following two scenarios were analyzed to determine the effects of the DVSP Update. The Cumulative (Year 2030) Conditions (SANDAG Series 11 Subarea model) represents build-out of the General Plan. It does not represent the cumulative projects listed in Table 4.0-2.

#### *Cumulative (Year 2030) Base Conditions*

The Cumulative (Year 2030) Base Conditions scenario represents the projected long-range (or future) cumulative baseline traffic conditions for 2030. This scenario represents the cumulative projects listed in Table 4.0-2, but does not include anticipated trips from the DVSP Update.

#### *Cumulative (Year 2030) Base Plus Project Conditions*

The Cumulative (Year 2030) Base Plus Project Conditions scenario represents the projected long-range Cumulative Base Conditions with the addition of traffic generated by the implementation of projects under the DVSP Update. Therefore, this scenario represents the cumulative projects listed in Table 4.0-2 and the anticipated trips from the DVSP Update.

### **Project Traffic Generation and Distribution**

Trip generation rates for implementation of the DVSP Update were developed utilizing the SANDAG Guide of Vehicular Traffic Generation Rates (SANDAG 2002). Table 4.14-7, above, shows daily trips expected to be generated within the four planning areas of the DVSP Update. These planning areas include a mix of existing land uses and new uses allowed under the DVSP Update. The proposed new land uses that would be allowed under DVSP Update include:

- Mixed-Use High Density Multi-Family Residential – 1,675 units
- Mixed-Use Commercial Retail – 2,085,319 SF
- Mixed-Use Commercial Office – 530,121 SF

Two alternatives for improvements on S. Santa Fe Avenue are proposed in the DVSP Update and presented in the RBF Consulting traffic analysis letter report. This PEIR analyzes the “worst-case” scenario that would have the greatest potential to result in an adverse traffic impact. This scenario would involve reducing S. Santa Fe Avenue to two 15-foot-wide travel lanes between Vista Village Drive and Escondido Avenue and providing space for angled street parking along one side of the street and parallel parking along the other side of the street. The segments of S. Santa Fe Avenue just north of Vista Village Drive, and just south of Escondido Avenue, would provide transition zones from the four-lane roadway to two lanes.

The second scenario would include four travel lanes, including one 12-foot-wide and one 11-foot-wide travel lane in each direction. This scenario is analyzed in the Expanded Street Configuration Alternative in Chapter 6.0, Alternatives.

### Cumulative (Year 2030) Roadway Segment Traffic Impacts

Under the Cumulative (Year 2030) Base Conditions, as shown in Table 4.14-8, all roadway segments would operate at an acceptable LOS D or better, except for:

- E. Vista Way - Escondido Avenue to Townsite Drive (LOS F)
- Escondido Avenue - Eucalyptus Avenue to Crescent Avenue (LOS E)
- Escondido Avenue - Santa Fe Avenue to Postal Way (LOS E)
- Escondido Avenue - North of the SR-78 Westbound Ramps (LOS F)

Table 4.14-8. 2030 SPA Roadway Segment LOS - With and Without Project Conditions

Segment	Location	Cumulative (Year 2030) Base Conditions			Cumulative (Year 2030) Base Plus Project Conditions		
		ADT	V/C	LOS	ADT	V/C	LOS
Olive Avenue	East of Plymouth Drive	7,900	0.465	A	10,400	0.612	B
W. Vista Way	Valencia Drive to Vista Village Drive	21,096	0.352	A	25,796	0.430	A
Vista Village Drive	SR-78 WBR to Vista Way	49,519	0.825	D	<b>55,619</b>	<b>0.927</b>	<b>E</b>
	Vista Way to Olive Avenue	42,969	0.716	C	51,469	0.858	D
	Olive Avenue to Santa Fe Avenue	41,525	0.692	B	45,625	0.760	C
	Santa Fe Avenue to Main Street	22,689	0.567	A	26,889	0.672	B
	Main Street to Escondido Ave	24,397	0.610	B	28,197	0.705	C
E. Vista Way	Escondido Ave to Townsite Drive	<b>45,200</b>	<b>1.130</b>	<b>F</b>	<b>47,600</b>	<b>1.190</b>	<b>F</b>
S. Santa Fe Avenue	California Avenue to Connecticut Avenue	28,428	0.711	C	30,528	0.763	C
	Washington Street to Vista Village Drive	30,038	0.751	C	32,438	0.811	D
	Vista Village Drive to Main Street	24,100	0.603	B	24,400	0.610	B
	Main Street to Guajome Street	21,800	0.545	A	<b>22,100</b>	<b>1.300</b>	<b>F<sup>(1)</sup></b>
	Guajome Street to Pala Vista Drive	21,600	0.540	A	<b>25,900</b>	<b>1.524</b>	<b>F<sup>(1)</sup></b>
	Pala Vista Drive to Escondido Avenue	21,600	0.540	A	25,700	0.643	B
	Escondido Avenue to Postal Way	35,986	0.900	D	<b>38,400</b>	<b>0.960</b>	<b>E</b>
	Postal Way to Monte Vista Drive	26,800	0.670	B	26,100	0.653	B
South of Monte Vista Drive	22,900	0.573	A	26,000	0.650	B	
Eucalyptus Avenue	Citrus Avenue to Escondido Avenue	6,500	0.382	A	11,300	0.665	C
Escondido Avenue	Vista Village Drive to Alta Vista Drive	31,900	0.798	C	33,100	0.828	D
	Alta Vista Drive to Eucalyptus Avenue	33,500	0.838	D	31,100	0.778	C
	Eucalyptus Avenue to Crescent Avenue	<b>37,500</b>	<b>0.938</b>	<b>E</b>	<b>42,200</b>	<b>1.055</b>	<b>F</b>
	Crescent Avenue to S. Santa Fe Avenue	35,900	0.898	D	<b>39,300</b>	<b>0.983</b>	<b>E</b>
	Santa Fe Avenue to Postal Way	<b>37,900</b>	<b>0.948</b>	<b>E</b>	<b>46,100</b>	<b>1.153</b>	<b>F</b>
	North of SR-78 WB Ramps	<b>45,400</b>	<b>1.135</b>	<b>F</b>	<b>49,800</b>	<b>1.245</b>	<b>F</b>
SR-78 WB Ramps to SR-78 EB Ramps	25,500	0.638	B	27,900	0.698	B	

V/C = Volume/Capacity ratio; WBR = West Bound Ramp; EBR = East Bound Ramp

<sup>(1)</sup> Segment narrowed from 4-lane major to 2-lane minor arterial.

Deficient roadway segment shown in bold.

Source: RBF Consulting, June 2009.

Under the Cumulative (Year 2030) Base Plus Project Conditions, also shown in Table 4.14-8, all roadway segments would operate at an acceptable LOS D or better, except for:

- Vista Village Drive - SR-78 westbound ramp to Vista Way (LOS E)
- E. Vista Way - Escondido Avenue to Townsite Drive (LOS F)
- S. Santa Fe Avenue - Main Street to Guajome Street (LOS F)
- S. Santa Fe Avenue - Guajome Street to Pala Vista Drive (LOS F)
- S. Santa Fe Avenue - Escondido Avenue to Postal Way (LOS E)
- Escondido Avenue - Eucalyptus Avenue to Crescent Avenue (LOS F)
- Escondido Avenue - Crescent Avenue to S. Santa Fe Avenue (LOS E)
- Escondido Avenue - S. Santa Fe Avenue to Postal Way (LOS F)
- Escondido Avenue - North of the SR-78 Westbound Ramps (LOS F)

Therefore, implementation of the DVSP Update would result in a significant impact to these roadway segments.

Under the Cumulative (Year 2030) Base Conditions, shown in Table 4.14-9 for SR-78 roadway segment LOS, the eastbound segment of SR-78 from Vista Village Drive to Escondido Avenue would operate at an unacceptable LOS E in the PM Peak Hour. Under the Cumulative (Year 2030) Base Plus Project Condition shown in this table, the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue would operate at LOS F in the PM Peak Hour. Therefore, implementation of the DVSP Update would result in a significant impact to this roadway segment.

**Table 4.14-9. 2030 SR-78 Roadway Segment LOS - With and Without Project Conditions**

Freeway	Segment	Cumulative (Year 2030) Base Conditions				Cumulative (Year 2030) Base Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
SR-78 Eastbound	Vista Village Drive to Escondido Avenue	4,948	D	6,176	E	5,176	D	6,627	F
SR-78 Westbound	Vista Village Drive to Escondido Avenue	5,178	D	5,370	D	5,244	D	5,779	D

Source: RBF Consulting, June 2009.

**Cumulative (Year 2030) Intersection Traffic Impacts**

Table 4.14-10 shows the intersection LOS and average vehicle delays both with and without traffic from the proposed DVSP Update. Under the Cumulative (Year 2030) Base Conditions, shown in this table, all intersections would operate at an acceptable LOS D or better, except for:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

Table 4.14-10. 2030 SPA Peak Hour Intersection LOS and Delays - With and Without Project

Intersection	Cumulative (Year 2030) Base Conditions				Cumulative (Year 2030) Base Plus Project Conditions			
	AM Delay	LOS	PM Delay	LOS	AM Delay	LOS	PM Delay	LOS
Melrose Drive / Olive Avenue	43.3	D	55.3	E	51.3	D	67.2	E
Valencia Drive / Vista Way	13.8	B	10.9	B	12.9	B	9.7	A
Santa Fe Avenue / Townsite Drive	2.4	A	2.1	A	2.3	A	2.4	A
Santa Fe Avenue / Orange Street <sup>(1)</sup>	2.4	A	2.1	A	2.3	A	2.4	A
Santa Fe Avenue / Vista Village Drive	34.0	C	35.2	D	44.0	D	50.3	D
Santa Fe Avenue / Main Street	11.1	B	21.5	C	86.0	F	85.1	F
Santa Fe Avenue / E. Broadway <sup>(1)</sup>	16.1	C	48.4	E	88.7	F	>999.9	F
Santa Fe Avenue / Guajome Street	23.0	C	34.6	C	166.4	F	290.9	F
Santa Fe Ave / Monte Vista Drive	16.4	B	21.4	C	16.2	B	25.7	C
Olive Avenue / Vista Village Drive	11.3	B	11.5	B	15.0	B	15.0	B
Recreation Drive / Vista Village Drive	19.7	B	28.4	C	19.1	B	29.3	C
Vista Village Drive / Vista Way	15.0	B	19.3	B	20.1	C	33.8	C
Vista Village Drive / Lado de Loma Drive	9.5	A	17.6	B	7.4	A	13.4	B
Vista Village Drive / SR-78 WB Ramps	23.1	C	24.6	C	24.6	C	33.2	C
Vista Village Drive / SR-78 EB Ramps	16.6	B	26.4	C	18.5	B	29.1	C
Vista Village Drive / Hacienda Drive	34.6	C	25.9	C	33.6	C	24.0	C
Pala Vista Drive / Santa Fe Avenue <sup>(1)</sup>	27.7	D	102.1	F	87.8	F	>999.9	F
Escondido Avenue / Santa Fe Avenue	28.7	C	114.9	F	42.1	D	165.9	F
Escondido Avenue / Vista Way	27.1	C	27.2	C	22.4	C	43.7	D
Postal Way / Santa Fe Avenue	16.7	B	18.8	B	17.1	B	17.7	B
Citrus Avenue / Vista Village Drive	14.1	B	16.1	B	15.0	B	17.7	B
Main Street / Vista Village Drive	16.0	B	11.7	B	20.0	C	15.8	B
Vista Way / Townsite Drive	11.1	B	22.8	C	11.1	B	22.1	C
Vale Terrace / Vista Way	58.1	E	46.7	D	73.7	E	56.6	E
Escondido Avenue / Eucalyptus Drive	13.9	B	84.6	F	26.9	C	155.0	F
Escondido Avenue / Postal Way	16.9	B	21.6	C	16.8	B	68.0	E
Escondido Avenue / Alta Vista Drive	12.6	B	15.4	B	8.3	A	11.6	B
Escondido Avenue / Crescent Drive	9.2	A	16.5	B	9.9	A	20.6	C
Escondido Avenue / Pala Vista Drive	9.1	A	20.7	C	9.3	A	19.3	B
Escondido Avenue / SR-78 WB Ramps	14.2	B	38.7	D	13.7	B	32.5	C
Escondido Avenue / SR-78 EB Ramps	11.8	B	20.2	C	28.5	C	17.8	B
Escondido Avenue / Crest View Road	14.8	B	13.8	B	14.5	B	13.3	B

<sup>(1)</sup> For unsignalized intersection, the delay shown is the worst experienced by any of the approaches.

**BOLD** letter indicates unacceptable LOS E or F

Source: RBF Consulting, 2009

Figure 4.14-2 depicts the LOS of intersections (with ADT volumes) that would operate below an acceptable LOS D under Cumulative (Year 2030) Base Conditions.

Under the Cumulative (Year 2030) Base Plus Project Conditions, also shown in Table 4.14-10, all intersections would operate at an acceptable LOS D or better, except for:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue / Main Street (LOS F, AM and PM Peak Hours)
- Santa Fe Avenue/E. Broadway (LOS F, AM and PM Peak Hour)
- Santa Fe Avenue/Guajome Street (LOS F, AM and PM Peak Hours)
- Pala Vista Drive/Santa Fe Avenue (LOS F, AM and PM Peak Hours)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM and PM Peak Hours)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Postal Way (LOS E, PM Peak Hour)

Figure 4.14-3 presents the LOS of intersections (with ADT volumes) that would operate below an acceptable LOS D with implementation of the DVSP Update under Cumulative (Year 2030) Base Plus Project Conditions.

Based upon the impact significance criteria identified in Section 4.14.3, the addition of the proposed DVSP Update traffic would result in a significant impact at the intersections identified above, because project traffic would either reduce the LOS of the intersection to below an acceptable LOS, or increase the overall delay at an intersections already operating at an unacceptable LOS by more than two seconds.

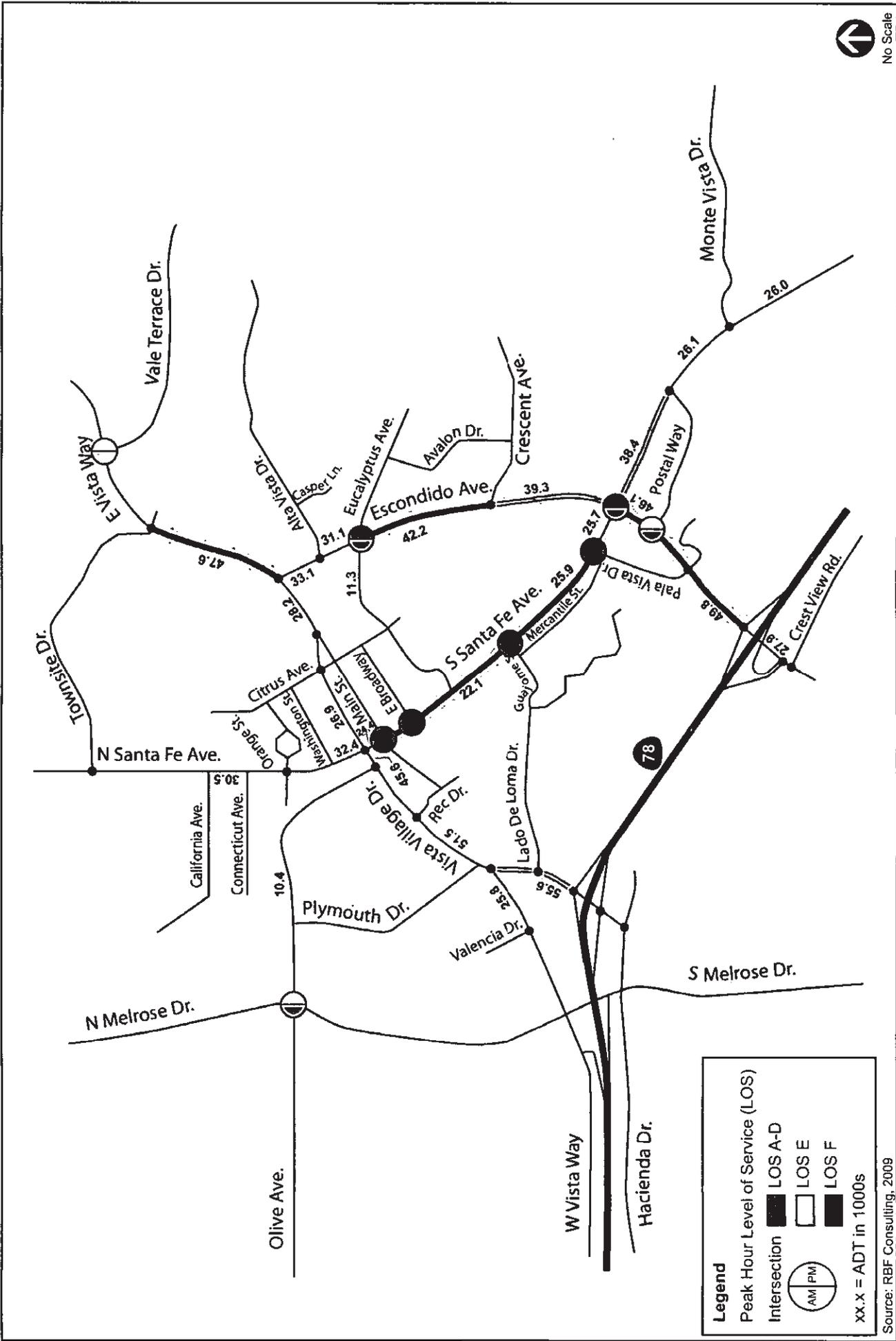
### SIGNIFICANCE OF IMPACT

Build-out of the DVSP Update would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system because it would result in a substantial increase in vehicle trips that would exceed the LOS standards established for roadways and intersections. Therefore, implementation of the DVSP Update would result in potentially significant impacts to several roadway segments and intersection operations within the SPA, and the segment of eastbound SR-78 from Vista Village Drive to Escondido Avenue.

### MITIGATION MEASURES

As stated previously, intersection performance rather than roadway segment performance is considered the better indicator of poor levels of operations and the basis upon which recommendations for corrective mitigation measures are made. Therefore, mitigation of the significant SPA intersection impacts to below a significant level would mitigate impacts to the impacted roadway segments to below a level of significance as well. Implementation of measures *Tra-1* through *Tra-9* would reduce the identified significant impacts to SPA intersections to the extent feasible. *Tra-2* would change the proposed configuration of the 2-lane S. Santa Fe Avenue scenario so that the transition from four lanes to two lanes occurs just southeast of Main Street, rather than at Vista Village Drive. *Tra-4* would reduce impacts to the S. Santa Fe Avenue/Guajome Street intersection to a less than significant level; however, this mitigation measure is infeasible due to the constraints associated with the roadway width. S. Santa Fe Avenue would be reduced to two lanes on this segment; therefore, an additional left turn lane could not be accommodated. Therefore, this measure would not be implemented.





**FIGURE 4.14-3**

Table 4.14-11 identifies the SPA intersection LOS after implementation of these mitigation measures. As shown in this table, all impacts to intersections would be reduced to less than significant levels, with the exception of the Santa Fe Avenue/E. Broadway intersection in the PM peak hour and the Santa Fe Avenue/Guajome Street intersection in the AM and PM peak hours. Therefore, impacts to these two intersections would remain significant and unavoidable. Implementation of measure *Tra-10* would reduce the identified significant impact to the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue to a less than significant level. However, since the improvements to SR-78 are proposed within the jurisdiction of another public agency (Caltrans), the City cannot guarantee their implementation. Therefore, the impact would remain significant and unavoidable. Refer to Chapter 6.0, Alternatives, for alternatives that would reduce traffic impacts compared to the proposed DVSP Update.

- Tra-1* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening Melrose Drive at the Olive Avenue intersection to include an additional left-turn lane for south southbound traffic onto Olive Avenue.
- Tra-2* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share towards restriping S. Santa Fe Avenue just southeast of Main Street to transition S. Santa Fe Avenue to two lanes in the southern direction, and to four lanes in the northern direction.
- Tra-3* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping E. Broadway at the S. Santa Fe intersection to a right turn only lane at the intersection in order to restrict westbound left-turn movements from E. Broadway onto S. Santa Fe Avenue.
- Tra-4* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening and restriping westbound Guajome Street at the S. Santa Fe Avenue intersection to allow for an additional left-hand turn lane onto S. Santa Fe Avenue. This measure is considered to be infeasible due to the constraints associated with the roadway width.
- Tra-5* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward signaling the Pala Vista Drive/Santa Fe Avenue intersection with a four-way traffic signal.
- Tra-6* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening the Escondido Avenue and S. Santa Fe intersection. S. Santa Fe Avenue would be widened to provide an additional left turn lane in each direction. Escondido Avenue would be widened to include an additional through lane and right turn lane for northbound traffic.
- Tra-7* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening southbound Vale Terrace at the E. Vista Way intersection to include a separate right-turn lane onto E. Vista Way.
- Tra-8* Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping Escondido Avenue at the Eucalyptus Avenue intersection to include three through lanes for northbound traffic. The project applicant shall also pay its fair share to widen Eucalyptus Avenue at this intersection to include a right-turn lane for eastbound traffic onto Eucalyptus Avenue.

**Tra-9** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward improving Escondido Avenue at the Postal Way intersection to include a separate right turn lane for northbound traffic onto Postal Way.

**Tra-10** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward adding an HOV lane to the eastbound side of SR-78.

**Table 4.14-11. 2030 SPA Intersection Delay and LOS - With and Without Mitigation**

Intersection	Cumulative (Year 2030) Base Plus Project Conditions– Without Mitigation				Cumulative (Year 2030) Base Plus Project Conditions – With Mitigation			
	AM Delay	LOS	PM Delay	LOS	AM Delay	LOS	PM Delay	LOS
Melrose Drive / Olive Avenue	51.3	D	67.2	E	46.3	D	52.3	D
Santa Fe Avenue / Orange Street	2.3	A	2.4	A	2.3	A	2.0	A
Santa Fe Avenue / Main Street	22.5	C	34.6	C	22.5	C	34.6	C
Santa Fe Avenue / E. Broadway	88.7	F	>999.9	F	13.7	B	41.8	E
Santa Fe Avenue / Guajome Street	166.4	F	290.9	F	82.0	F	234.3	F
Pala Vista Drive / Santa Fe Avenue	87.8	F	>999.9	F	13.4	B	14.9	B
Escondido Avenue / Santa Fe Avenue	42.1	D	165.9	F	26.4	C	47.1	D
Vale Terrace / Vista Way	73.7	E	56.6	E	34.8	C	47.4	D
Escondido Avenue / Eucalyptus Drive	26.9	C	155.0	F	23.5	C	45.5	D
Escondido Avenue / Postal Way	16.8	B	68.0	E	19.1	B	19.5	B

Source: RBF Consulting, 2009

#### 4.14.5.2 Issue 4 – Increase in Hazards

*Would implementation of the DVSP Update substantially increase hazards due to a design feature or incompatible uses?*

#### IMPACT ANALYSIS

Implementation of the DVSP Update would accommodate new commercial, retail, municipal, office, and residential development. New development would include the construction of new driveways and private roadways within developments. Traffic hazards may be created if adequate vehicle storage space is not provided at the entrances to a development so that waiting vehicles would extend into roadways; or if the internal street system did not contain adequate traffic controls such as stop signs. Additionally, implementation of the DVSP Update would include improvements to the public circulation network and construction of new sidewalks throughout the SPA. Dangerous intersections or sidewalks would be considered hazards. The SPA-wide Design and Development Plan includes design and development guidelines that would minimize hazards. The General Operating Standards require that parking is designed to provide adequate space for access and adequate on-site maneuvering. The area-wide guidelines require development to provide site access, parking, and circulation that is arranged in a logical and safe manner. The parking and circulation guidelines for commercial development encourage site access and internal circulation to promote safety, efficiency, convenience, and to minimize the conflict between vehicles and pedestrians, and the site access guidelines state that parking lot access points should not interfere with function of adjacent roadways. Additionally, the plan requires that vehicle-stacking

areas for entering and exiting traffic shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. Exit lanes would be required at a minimum ratio of one lane for each 500 vehicles. These measures would reduce hazards associated with traffic hazards at driveway entrances and within private roadways and parking lots. Several additional guidelines would minimize hazards to pedestrians.

The pedestrian circulation guidelines for commercial development require safe, convenient pedestrian links to be designated between parking areas and businesses and require unobstructed visibility and clear delineations between pedestrian paths and vehicular travel aisles. This may be accomplished using landscaping, walkways, and decorative hardscape. The parking and circulation guidelines for residential development specify that cross circulation between vehicles and pedestrians should be minimized. Clearly marked walkways should be provided from parking areas to buildings. Design guidelines for parking structures require appropriate architectural detailing to visually define and differentiate between pedestrian and vehicular entrances. Retail and entertainment land uses are required to provide a minimum five-foot sidewalk along the full length of a building's façade. For multi-tenant buildings, a minimum eight-foot sidewalk is required. Future development in the SPA would be required to comply with the DVSP Update design and development guidelines. Therefore, implementation of the DVSP Update would not substantially increase hazards due to design features.

The land uses proposed under implementation of the DVSP Update are similar to or compatible with existing land uses. No significant land uses conflicts would occur, as described in Section 4.9, Land Use. Therefore, the DVSP Update would not result in a hazard due to incompatible uses.

### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not result in an increase in hazards due to a design feature or incompatible uses. No significant impact would occur.

### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact associated with hazards. Therefore, no mitigation is required.

#### **4.14.5.3 Issue 5 – Emergency Access**

*Would implementation of the DVSP Update result in inadequate emergency access?*

### **IMPACT ANALYSIS**

#### **Construction Access**

As described in Section 4.7.5.3, Issue 5 - Emergency Response and Evacuation, implementation of the DVSP Update public improvements plan, as well as future development under the plan, would require lane or roadway closures during construction. Lane and roadway closures would have the potential to limit emergency access to the development site or existing development adjacent to the lane or roadway closure. Therefore, implementation of the DVSP Update would have the potential to result in inadequate emergency access, and a potentially significant impact would occur.

#### **Post-Construction Access**

Future development under the DVSP Update would include new access driveways and internal circulation roadways to provide access to the new development. If the on-site circulation plan does not

accommodate emergency vehicles, development would result in inadequate emergency access. General Operating Standard, Parking, in the Area-wide Design and Development Plan requires parking facilities to provide adequate space for access and adequate on-site maneuvering. While this guideline requires adequate space for customers or residents to access the development and maneuver on site, emergency vehicles may require additional space for maneuvering compared to personal vehicles, and may require additional access points in order to quickly access the development or key emergency response features such as fire hydrants. However, during plan checks for jurisdictional land use approvals, the VFD reviews all sites plans to determine whether a proposed development provides adequate emergency access. Additionally, the VFD also reviews the site plans during Building Plan review to double-check the provisions of adequate emergency access. Therefore, implementation of the DVSP Update would not result in inadequate emergency access, and would not result in significant impacts.

### SIGNIFICANCE OF IMPACT

Implementation of the DVSP Update would potentially result in inadequate emergency access during construction of future development under the DVSP Update. However, implementation of mitigation measure *Haz-3* would reduce potentially significant impacts associated with emergency access during construction to a less than significant level.

### MITIGATION MEASURES

Implementation of the DVSP Update would not result in potentially significant impacts associated with emergency access during post-construction operations. Therefore, no mitigation is required.

#### 4.14.5.4 Issue 6 – Parking Capacity

*Would implementation of the DVSP Update result in inadequate parking capacity?*

### IMPACT ANALYSIS

The Area-wide Design and Development Plan of the DVSP Update (Section 3.0) includes the parking plan for the SPA (see Figure 3-11 in Chapter 3.0). As stated in the DVSP Update, parking would primarily be provided through a shared and on-site parking approach. Parking would be provided in lots and on streets. Estimated parking spaces in each planning area are as follows: 1,462 spaces in PA-1a; 253 spaces in PA-1b; 1,535 spaces in the western portion of PA-2, and 869 spaces in the eastern portion of PA-2; 796 spaces in PA-3; and 1,741 spaces in PA-4. A total of 6,656 parking spaces are proposed for the entire SPA. To ensure that adequate parking capacity is provided, the DVSP Update establishes parking requirements for future development, as shown in Table 4.14-12.

**Table 4.14-12. DVSP Update Parking Requirements**

Land Use	Parking Requirement
Non-residential Use	4 spaces/1,000 SF floor area
Studio or 1-Bedroom Residences	1 space/unit
2 or 3 Bedroom Residences	2 spaces/unit
Guest Parking for Residential Use	1 guest space/3 units

Source: City of Vista, 2009

Additionally, the plan requires the City to monitor parking requirements to ensure the parking amounts specified in the DVSP Update are appropriate for the area. The City would annually monitor actual parking occupancy in the SPA and, depending on the results, modify the parking requirements to reflect

actual parking needs in the area. Future development under the DVSP Update would be required to comply with the established parking requirements that would provide adequate parking for the SPA.

In addition to establishing requirements to provide an adequate parking supply, implementation of the DVSP Update includes features that would reduce demand for parking in the SPA. The DVSP Update encourages transit oriented development that encourages the use of public transportation instead of personal vehicles. The plan also proposes a mixed of land uses in the SPA. By providing residential, commercial, retail, municipal, and office uses in the downtown area, the DVSP Update reduces dependence on vehicular travel. Amenities would be located in close proximity to one another, which encourages walking or other forms of alternative transportation (e.g., Sprinter) instead of using automobiles to make these short trips. As stated in the Parking Plan, it is anticipated that the development proposed in the SPA would encourage Sprinter ridership and create an activity node that caters to rail users so that access to and from the SPA would not rely so heavily on automobiles.

One of the Guiding Principles of the DVSP Update is enhanced pedestrian utilization and transit use. Additionally, the visions for each planning area contain goals to encourage use of public transportation or walking instead of personal vehicle trips. A goal for PA-1 is an integrated compact mix of land uses to foster pedestrian activity and transit utilization. A key guiding principle for PA-2 includes maximizing uses and activities that capitalize upon the adjacent Sprinter Station. PA-2 would provide entertainment and commercial uses in close proximity to the Vista Transit Center. PA-3 is envisioned to be highly walkable to encourage efficient pedestrian use. A Guiding Principle for PA-1, PA-2, and PA-3 is to foster connectivity between the downtown area, Vista Village and Santa Fe corridor, and the transit station through enhanced pedestrian utilization. PA-4 is envisioned as a walkable commercial area that would focus amenities close to the Sprinter Station. Additional discussion of specific DVSP Update guidelines that would promote alternative transportation is provided in the following section, Section 4.14.5.5, Issue 7 – Alternative Transportation.

In summary, implementation of the DVSP Update would provide adequate parking supply in the SPA, as well as reduce demand for parking by encouraging mixed-use, transit oriented development. Therefore, impacts related to parking capacity would be less than significant.

### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not result in inadequate parking capacity. No significant impacts would occur.

### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact to parking capacity. Therefore, no mitigation is required.

#### **4.14.5.5 Issue 7 – Alternative Transportation**

*Would implementation of the DVSP Update conflict with adopted policies, plans, or programs supporting alternative transportation?*

### **IMPACT ANALYSIS**

SANDAG coordinates planning and develops public policy for all modes of travel in the San Diego region. The most important transportation policies are contained in the RTP. The vision of the RTP for transportation development in San Diego through 2030 is to provide more convenient, fast, and safe travel

choices for public transit, ridesharing, walking, biking, private vehicles, and freight (SANDAG 2003). Additionally, the City of Vista General Plan Circulation Element includes a Public Transportation Plan and a Bikeway Plan. The Public Development Plan identifies the Vista Transit Center (incorporated into the Sprinter station) as a key component of public transportation in the City. The Bikeway Plan identifies bikeways in the SPA on Vista Village Drive from SR-78 to Santa Fe Avenue, E. Vista Way from Arcadia Avenue to Santa Fe Avenue, N. Santa Fe Avenue from Bobier Drive to Vista Village Drive, and S. Santa Fe Avenue from Escondido Avenue to the City limit. The plan also identifies two first priority bikeway projects in the SPA (W. Vista Way from SR-78 to Vista Village Drive, and Santa Fe Avenue, from Broadway to Escondido Avenue) and one second priority project (Escondido Avenue from E. Vista Way to SR-78). Two priority pedestrian facility improvements are also included in the Circulation Element for the SPA: Escondido Avenue from SR-78 to Santa Fe Avenue, and Olive Avenue from Emerald Drive to Vista Village Drive.

As described above in Section 4.14.5.6, Parking Capacity, the DVSP Update proposes a mix of land uses in the SPA that would reduce dependence on vehicular travel. By providing amenities close the Sprinter stations, it is anticipated that the development proposed in the DVSP Update would encourage Sprinter ridership and will create an activity node that will cater to rail users. Additionally, the visions and guiding principles for each planning area encourage alternative transportation. The guiding principles and planning area goals are supported by area-wide design and development guidelines in the plan that would encourage alternative transportation throughout the SPA.

The Design and Development Plan for PA-1 includes the following Character Defining Elements and Guidelines that would encourage alternative transportation:

- Development should create and enhance pedestrian connections within the district and with adjacent areas including the Sprinter Station and Vista Village.
- Pedestrian paseos that link buildings or open spaces are encouraged.
- Compact and mixed use developments are encouraged.

Additionally, a bike line is proposed along S. Santa Fe Avenue in Pa-1b. The Character Defining Elements and Guidelines in Design and Development Plan for PA-2 states that pedestrian connections between the civic uses, Vista Village, and the downtown should be created and enhanced. PA-3 encourages commercial development to consider both vehicular and pedestrian orientation in its Design and Development Plan. A Guiding Principle for PA-3 is to provide for traffic calming to increase street-adjacent pedestrian activity and utilization throughout the planning area. The Character Defining Elements and Guidelines for PA-4 state that integration of residential and commercial uses should be sensitive to the need for separation of uses while promoting pedestrian connections between two types of uses. Additionally, a bike lane is proposed in this planning area along S. Santa Fe Avenue. A guiding principle of PA-4 is enhanced pedestrian and bicycle utilization and vehicular accessibility.

Additionally, the Area-wide Design and Development Plan encourages alternative transportation. One of the elements included to help define the envisioned character for the SPA is pedestrian scale elements with a transit- and automobile-oriented environment. General parking standards require future development that would include modifications to existing transit parking facilities to obtain a memorandum of understanding, operating agreement, or equivalent agreement for the use, distribution and location of parking facilities shall be executed between the project applicant, NCTD, the City of Vista, and other responsible agencies. Maintaining adequate parking at transit facilities would encourage use of the transit facilities. Area-wide guidelines state that developments should integrate and encourage use of alternative modes of transportation including bicycles and buses. The Circulation and Access guidelines require that sidewalks shall provide for the accommodation of turnouts for buses or other

forms of public transportation. Guidelines include the following that would encourage pedestrian activity and alternative transportation:

- Section 3.8.1, Area-wide Guidelines
  - General Design Objectives
    - Areas near transit centers and along transit routes should be enhanced with pedestrian and bicycle
- Section 3.8.2, General Commercial
  - Site Planning and Design Details
    - Building Siting
      - Building siting and design should encourage pedestrian activity.
    - Pedestrian Activity Areas
      - Development should provide site amenities and other design features that encourage pedestrian use.
  - Parking Circulation Guidelines
    - General
      - Site access and internal circulation should promote safety, efficiency, convenience, and minimize conflict between vehicles and pedestrians.
      - Access to bus stops should be integrated into the pedestrian circulation network
      - Bicycle racks should be provided and be easily accessible from the street and pedestrian routes.
    - Pedestrian Circulation
      - Unobstructed visibility and clear delineations between pedestrian paths and vehicular travel aisles should be provided. Use of landscaping, walkways, and decorate hardscape to delineate pedestrian circulation is encouraged.
- Section 3.8.4, Residential Design Guidelines
  - Site Planning
    - Pedestrian circulation should be considered when designing a multi-family development, not only within the site, but to and from the site as well.
  - Parking and Circulation
    - Access to bus stops should be integrated into the pedestrian circulation network.
    - Bicycle racks should be provided and be easily accessible from the street and the pedestrian routes.
- Section 3.8.5, Public Space Guidelines
  - Bus Stops
    - Bus shelters should be as transparent as possible from the ground level up in all directions increase unobstructed visibility.
    - Clearly defined pedestrian walkways or paths should be provided from the bus stop to adjacent commercial or residential areas.

Future development under the DVSP Update would be subject to the design and development guidelines of the proposed plan. The DVSP Update encourages the use of alternative modes of transportation and would not conflict with existing plans supporting alternative transportation. Consequently, impacts would be less than significant.

### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not conflict with adopted policies, plans, or programs supporting alternative transportation. No significant impacts would occur.

### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact to alternative transportation. Therefore, no mitigation is required.

## **4.14.6 CUMULATIVE IMPACTS**

For increases in traffic, exceedance of LOS standards, and increases in vehicle trips, roadway volume and miles traveled, the analysis provided above in Section 4.15.5.1 includes the analysis of both the direct project and cumulative impacts. For emergency access and parking capacity, there is no cumulative study area because impacts are specific to the SPA.

### **4.14.6.1 Increase in Hazards**

For transportation hazards related to vehicle queuing, the cumulative impact study area includes the SPA and development along the SPA boundary. Several cumulative projects are located along the SPA boundary: Cypress Drive Subdivision, S. Santa Fe Commercial Center, Escondido Avenue Commercial Center, Common Grounds Café, Vista Village Drive Mixed Use, and Sonic Burger. These cumulative projects would have the potential to result in traffic hazards associated with 1) inadequate vehicle storage space at the entrances to the development so that waiting vehicles would extend into roadways; or 2) inadequate traffic controls such as stop signs. Therefore, the baseline cumulative impact associated with roadway hazards is significant.

As described above in Section 4.14.5.2, implementation of the DVSP Update would potentially result in queuing at project driveways. However, implementation of the guidelines in the DVSP Update, would reduce impacts to a less than significant level. Therefore, the DVSP Update's contribution would not be cumulatively considerable.

### **4.14.6.2 Alternative Transportation**

For alternative transportation, the cumulative impact study area includes the area served by the NCTD. NCTD operates the Coaster railroad, Breeze Bus System, and Sprinter railroad. The Coaster runs from Oceanside to downtown San Diego. The Breeze buses serve passengers from Oceanside to Del Mar, northeast to Escondido, east to Ramona; north to Fallbrook and to San Clemente in Orange County, including service for Camp Pendleton Marine Corps base. The Sprinter railroad connects Oceanside, Vista, San Marcos and Escondido. The cumulative projects listed in Table 4.0-2 are located in the City of Vista, which is served by the NCTD Breeze bus system and Sprinter railroad. The cumulative projects would have the potential to result in a conflict with the RTP's vision of convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight if the projects did not contain infrastructure for alternative transportation, such as bicycle parking at commercial developments,

bus stops incorporated into residential and mixed-use projects, or bike lanes included in project roadway improvements. Therefore, the baseline cumulative impact associated with alternative transportation is significant.

As discussed in Section 4.14.5.5, the DVSP Update would provide amenities close to the Sprinter stations and would encourage Sprinter ridership. The visions for PA-1, PA-3, and PA-4 and the design and development plans for each planning area contain goals to encourage alternative transportation. Additionally, bike lanes are proposed along S. Santa Fe Avenue. Area-wide guidelines state that developments should integrate and encourage use of alternative modes of transportation including bicycles and buses. Future development under the DVSP Update would be subject to the design and development guidelines of the proposed plan. The DVSP Update encourages the use of alternative modes of transportation and would not conflict with existing plans supporting alternative transportation. Therefore, the project's contribution would not be cumulatively considerable.

#### 4.14.7 REFERENCES

Katz, Okitsu & Associates, Inc. 2007. *City of Vista - Parking Management Study*. April.

RBF Consulting. 2009. *Downtown Vista Specific Plan – Summary of Traffic Analysis*. August 3.

San Diego Association of Governments. 2002. *Guide of Vehicular Traffic Generation Rates for the San Diego Region*. April.

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## 4.15 UTILITIES

This section evaluates the impacts of implementation of the DVSP Update on utilities, including water, wastewater, drainage, gas and electricity, and solid waste. This includes the potential for the DVSP Update build-out demand to exceed the existing capacity of the various utilities, requiring the construction of additional infrastructure to serve the project. The analysis of water availability is based on the Water Supply Technical Study (WSTS) for the DVSP Update, prepared by PBS&J (2009) and included as Appendix K.

### 4.15.1 EXISTING CONDITIONS

Discussions of existing utilities infrastructure in the SPA, including water, sewer, storm drain, energy, telecommunications facilities, and solid waste disposal are provided below.

#### 4.15.1.1 Potable Water

Potable water for the SPA is provided by the VID. The VID service area covers approximately 20,800 acres and includes the City and portions of Escondido, Oceanside, San Marcos, and unincorporated areas of San Diego County. Approximately 85 percent of the VID service area is currently developed. As of 2009, VID served over 28,000 accounts and a population of more than 120,000 people. A total of 22,362 acre feet (AF), or 7.3 billion gallons of water, was distributed and sold within the District in fiscal year 2008. VID owns and operates 14 reservoirs, 469 miles of pipelines and 28,152 meter connections. VID is responsible for the operation and maintenance of all its water supply and distribution facilities. All water delivered by VID is treated and includes imported water purchased from the San Diego County Water Authority (SDCWA) and local water obtained from VID's Lake Henshaw facilities. Historically, about 60 percent of VID's water supply has come from imported sources via the SDCWA. However, this number has recently increased and as of June 2009, approximately 71 percent of VID's water supply is imported by the SDCWA. The remaining 29 percent of VID's water is supplied locally from Lake Henshaw facilities, including the Warner Basin aquifer. The SPA is located within VID Pressure Zones 565, 732, and 837. The existing potable water facilities that serve the planning area are described below. Additional information on the VID is provided in Appendix K.

#### Existing Infrastructure

The SPA currently has an extensive water infrastructure system. The major existing water pipelines within each planning area are discussed below.

##### *PA-1*

PA-1 is currently served with a 10-inch pipeline in S. Santa Fe Avenue and a 10-inch pipeline in Monte Vista Drive.

##### *PA-2*

PA-2 is currently served with the following facilities: an 8-inch pipeline in Escondido Avenue; a 6-inch pipeline in Eucalyptus Avenue; an 8-inch pipeline in Vista Village Drive; a 6-inch pipeline in Brent Lane; a 10-inch pipeline in Recreation Drive; and a 6-inch pipeline in Alta Vista Drive.

**PA-3**

PA-3 is currently served with the following facilities: a 10-inch pipeline in S. Santa Fe Avenue; a 6-inch pipeline in Mercantile Street; a 8-inch pipeline in Pala Vista Drive; a 4-inch pipeline in Natal Way; an 8-inch pipeline in Eucalyptus Avenue; an 8-inch pipeline in Oceanside Drive; and an 8-inch pipeline in Park Avenue.

**PA-4**

PA-4 is served with the following facilities: a 10-inch pipeline in S. Santa Fe Avenue; an 8-inch pipeline in Santa Fe Place; an 8-inch pipeline in Postal Way; both a 4-inch and 6-inch pipeline in Pala Vista Drive; and both an 8-inch and 10-inch pipeline in Escondido Avenue.

**Water Supply**

A variety of water supply issues have created new challenges for VID in the past few years. VID and its suppliers get their water from three primary water supplies: Lake Henshaw, the Colorado River and the State Water Project (SWP). The local supply, Lake Henshaw, has recently experienced several of the driest years on record. Imported water supplies, including the Colorado River and SWP, have also endured consecutive years of historic drought. The SWP was also subject to significant reductions in water supply due to a December 2007 federal court decision to protect an endangered fish, the Delta smelt. The Delta smelt ruling limited the SWP's water supplies by one-third. In addition to existing drought and cutbacks, San Diego County's water supply is likely to be challenged by climate change, as described in Section 4.4, Climate Change.

To combat water reductions, Metropolitan Water District of Southern California (MWD) announced that it would cut water deliveries to the Southern California region by 13 percent in 2009. Additionally, the SDCWA announced in July 2009 that it would cut water deliveries to its member water agencies, including VID, by 8 percent. As a result, in late 2008 VID cut water supplies by 30 percent to local agricultural growers that participate in the VID agricultural program. In June 2009, VID also declared a Level 2 Drought Alert, which required implementation of mandatory water conservation measures which limited water usage for irrigation, ornamental fountain use, hotels, restaurants, and certain household usage, such as car washing. In addition to mandatory water conservation measures, VID employs a number of programs that assist in preserving the existing and future water supply. These include implementation of a conjunctive use program (use of both surface and groundwater), groundwater program, water conservation program and recycled water program. These programs are further discussed in Appendix K. In addition to water supply shortage issues, VID's water delivery prices continue to rise because of increasing energy costs associated with pumping and the need for additional conveyance and storage facilities. Recently, VID has also discovered additional problems in the water delivery system that could impact water supply, including the invasive quagga mussels and zebra mussels which can block conveyance systems and the presence of endangered fish species such as the American shad and the splittail which may be protected by biological regulations that would limit water conveyance.

**4.15.1.2 Sewer Systems**

The Vista Sanitation District provides sewer service to the area generally within the Buena Vista Creek drainage basin and portions of the San Luis Rey, Agua Hedionda, and Loma Alta basins. Vista has approximately 190 miles of sewer collection pipes that drain westerly via the Vista-Carlsbad Interceptors to the Encina Wastewater Treatment Plant.

The Buena Collection System is comprised of approximately 85 miles of pipes and serves a large portion of the Agua Hedionda Creek drainage basin, including areas within Vista and the County of San Diego. This system drains to the Buena Pump Station where it is pumped to the Buena Force Main and then conveyed via the Buena Interceptor to Encina Wastewater Treatment Plant. Vista Sanitation District is responsible for the maintenance, operations and management of both the Vista and Buena sewer collection systems.

The SPA currently has an extensive sewer infrastructure system. The major existing sewer pipelines within each planning area are discussed below.

#### **PA-1**

PA-1a contains several 6-inch and 8-inch sewer pipelines throughout the area. In addition to these, there are three major sewer pipelines within the PA-1a, which include 18-inch pipelines along Olive Avenue, E. Broadway, and S. Citrus Avenue. Major pipelines within PA-1b include 8-inch pipelines along S. Santa Fe Avenue and Monte Vista Drive.

#### **PA-2**

Within the northern portion of PA-2, there is a 10-inch pipeline along Eucalyptus Ave, from S. Citrus Avenue to Escondido Avenue; east of Escondido Avenue, the pipeline changes to 12 inches from Escondido Avenue to Avalon Drive. There is an 18-inch pipeline along segments of Main Street, Vista Village Drive, and E. Vista Way, bound by Citrus Avenue and Franklin Lane. Within the southern portion of PA-2, the major sewer pipelines include a 27-inch pipeline near Lado de Loma Drive and a 24-inch pipeline near Vista Village Drive.

#### **PA-3**

Within PA-3, there is a 6-inch pipeline along S. Santa Fe Avenue, from Public Road to Terrace Drive. Southeast of Terrace Drive, the pipeline along S. Santa Fe Avenue changes to a 15-inch pipeline. Additional pipelines include an 8-inch pipeline along Mercantile Street, and 6-inch pipelines along Pala Vista Drive, Oceanview Drive, Eucalyptus Avenue, Terrace Drive.

#### **PA-4**

Within PA-4, there is an existing 15-inch sewer pipeline along S. Santa Fe Avenue, from Pala Vista Drive to Escondido Avenue. Southeast of Escondido Avenue, the pipeline along S. Santa Fe changes to an 8-inch pipeline. Other major sewer pipelines include an 8-inch pipeline along Escondido Avenue, an 8-inch pipeline along Postal Way, a 6-inch pipeline along Natal Way and an 8-inch pipeline along Santa Anita Place.

### **4.15.1.3 Treatment Facilities**

The Encina Wastewater Authority (EWA) owns and operates the Encina Water Pollution Control Facility (EWPCF), which has a design capacity of 36 million gallons per day (mgd) liquid and 38 mgd solids. The EWPCF is located on a 25-acre site between the beaches of south Carlsbad and Interstate 5. The facility treats and disposes of wastewater collected from a 125-square-mile service area in northern San Diego County. The current influent wastewater flow to the EWPCF is approximately 25 mgd. This volume is expected to double by 2025.

#### **4.15.1.4 Storm Drainage**

Three detention basins currently exist within the SPA: the Brengle Terrace Basin, the Monte Vista Basin, and the Cypress Basin. The Brengle Terrace Basin is located north of Vale Terrace Drive at the west edge of Brengle Terrace Park, north of PA-2. The Monte Vista Basin is located east of Valley Drive and north of Monte Vista Elementary School, north of PA-4. The Cypress Basin is located at the intersection of Monte Vista Drive and Cypress Drive, east of PA-1. For additional storm drainage information, refer to Section 4.8, Hydrology/Water Quality.

#### **4.15.1.5 Energy**

Electricity and natural gas are provided to the SPA by SDG&E. SDG&E has extensive underground and overhead electric facilities located within and adjacent to the SPA. Natural gas is distributed throughout the SPA by underground lines, typically located within public rights-of-way, functioning as a backbone system to service individual parcels.

#### **4.15.1.6 Solid Waste**

Solid waste collection is provided by EDCO Waste and Recycling Services. Solid waste generated within the SPA would be hauled to Miramar Landfill, located in the City of San Diego and operated by the City of San Diego Environmental Services Department. According to the Final Draft of the County of San Diego's Integrated Waste Management Plan Countywide Siting Element (September 2005), as of 2006 the current remaining capacity of West Miramar Landfill was about 22 million cubic yards.

#### **4.15.1.7 Communication Services**

Three companies provide cable services to Vista: Cox Communications, Time Warner, and Orion. SBC/ATT and Cox provide telephone service. Internet services are provided by both the phone and cable companies.

### **4.15.2 REGULATORY FRAMEWORK**

#### **4.15.2.1 Federal**

VID is responsible for meeting federal laws and regulations promulgated by the EPA for water supply, water quality, and water treatment system testing and monitoring. With the exception of determining where disposal sites are located, as well as operational standards, there are no applicable federal laws, regulations, or policies that pertain to solid waste.

#### **4.15.2.2 State**

##### **California Code of Regulations (CCR)**

VID is responsible for meeting State laws and regulations regarding water supply, water quality, and water treatment system testing and monitoring, as specified in CCR Title 23, Division 4, Chapter 1, Article 4.

### **Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Section 10610 et. seq.)**

The Urban Water Management Planning Act was developed due to concerns regarding potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the Act, to develop and implement Urban Water Management Plans (UWMPs); to describe their efforts; and to promote the efficient use and management of water resources.

### **Water Conservation Projects Act**

The State requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (California Water Code Sections 11950-11954), which encourages local agencies and private enterprise to implement potential water conservation and reclamation projects.

### **California Integrated Waste Management Act (CIWMA) - AB 939**

The CIWMA of 1989 (AB 939) established the organization, structure, and mission of the CIWMB, including an integrated waste management hierarchy that consists of the following (in order of importance): source reduction, recycling, composting, and land disposal of solid waste. AB 939 mandated local jurisdictions to meet solid waste diversion goals of 25 percent by 1995 and 50 percent by 2000.

### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act, codified in the California Water Code, authorizes the SWRCB to implement programs to control pollution of State waters. This law essentially implements the requirements of the federal CWA. Pursuant to this law, the RWQCB establishes the wastewater concentrations of a number of specific hazardous substances in treated wastewater discharged from the SPA.

## **4.15.2.3 Regional**

### **San Diego County Integrated Waste Management Plan**

The San Diego County Integrated Waste Management Plan was adopted in January 2005 to meet the requirements of the CIWMA. The plan contains goals and policies as well as a summary of integrated waste management issues in San Diego County. It summarizes waste management programs that local jurisdictions are using to meet the 50 percent waste reduction mandate. It also suggests steps needed to cooperatively implement and administer specific programs regionally or countywide. The CIWMP consists of a Countywide Siting Element, a Countywide Summary Plan, and three elements from each jurisdiction: 1) a Source Reduction and Recycling Element, which analyzes the local waste stream, and presents diversion programs and funding; 2) a Household Hazardous Waste Element, which includes programs to encourage safe management of household toxic waste and provides a framework for recycling, treatment, and proper disposal; and 3) a Non-Disposal Facility Element, which lists existing and planned facilities.

### **VID Urban Water Management Plan (UWMP)**

The California Urban Water Management Planning Act requires that each urban water supplier providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 AF of water

annually, shall prepare, update and adopt an UWMP at least once every five years. This law applies to VID. The intent of an UWMP is to present information on water supply, water usage, recycled water, and water use efficiency programs in a respective water district's service area. An UWMP also serves as a resource for planners and policy makers over a 25 year timeframe. VID updates its demand forecasts and supply needs based on the most recent SANDAG forecast approximately every five years. The most current supply and demand projections are contained in the 2005 UWMP. The 2005 UWMP for states that all future water demands will have available water supplies for the predicted service areas during normal, dry-year, and multiple-dry water year scenarios. For VID, the land use information used to determine supply and demand projections was based upon the SANDAG 2030 Regional Growth Forecast, which is based upon a the existing land use designations contained within the City's General Plan.

### **VID Potable Water Master Plan**

VID's Potable Water Master Plan (2000) defines and describes the recommended improvements and new water facilities that are required to accommodate the forecasted growth within the VID service area. These facilities are incorporated into the annual VID Capital Improvement Program (CIP) for implementation when required to support development activities. As major private or public development plans are formulated and proceed through the jurisdictional agency land approval process, VID prepares water system requirements for the proposed development project, consistent with the Potable Water Master Plan. These requirements document, define and describe all the water system facilities to be constructed to provide an acceptable and adequate level of service to the proposed land uses. They also define the financial responsibility of the facilities required for service. VID, through the collection of water meter system capacity fees, funds the facilities identified as CIP projects. Developers fund all other required water system facilities in order to provide water service to their project.

According to its current Potable Water Master Plan, the ultimate build out of VID is projected to occur in the year 2020. These projections are based upon SANDAG's 2020 forecast. At year 2020, it is projected that VID would need an annual water supply of 30,500 AF to meet service area demands.

Since the publication of VID's 2000 Potable Water Master Plan, SANDAG has produced new growth forecasts that project regional growth until the year 2030. The 2030 SANDAG projections predict that growth in the region will slow. The reduction in growth will extend the date for ultimate build out of the VID system until year 2030. Additionally, the projected water demands at 2030 build-out are expected to be slightly lower (approximately 29,000 AF/YR) than those estimated for 2020. Therefore, the facilities described in VIDs' Potable Water Master Plan are expected to accommodate growth within the VID service area until year 2030.

### **4.15.3 IMPACT SIGNIFICANCE CRITERIA**

Implementation of the DVSP Update would result in a significant direct impact on utilities if it would:

1. Have insufficient water supplies to serve the project from existing entitlements and resources, so that new or expanded entitlements would be needed;
2. Require or result in the construction of new water facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
3. Result in additional demand placed on sewer infrastructure that would exceed wastewater treatment requirements of the RWQCB;

4. Require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
5. Result in a determination by the wastewater treatment provider which serves the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
6. Require or result in the construction of new stormwater facilities, the construction of which could cause significant environmental effects;
7. Result in energy consumption that would exceed the capacity of existing facilities such that additional transmission or distribution lines would have to be installed and/or electrical substations upgraded;
8. Require or result in the construction of new communications infrastructure, the construction of which could cause significant environmental effects;
9. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
10. Not comply with federal, state and local statutes and regulations related to solid waste.

#### **4.15.4 METHOD OF ANALYSIS**

The section below gives full consideration to the development of the SPA and acknowledges the physical changes to the existing setting that would result from implementation of the proposed project. The analysis of water supply is based on the WSTS prepared for the DVSP Update (PBS&J 2009) and included as Appendix K. The WSTS compared the proposed project's water demand to VID's planned water supply over a 20-year to determine if the project would require additional water supplies beyond what is planned. The impacts to water, wastewater, and storm drain infrastructure were determined by comparing the proposed increase in demand for these facilities to the proposed improvements that would be implemented under the DVSP Update. Impacts to communications infrastructure were determined based on the existing service provider's service areas. Impacts associated with solid waste were determined based on the CIWMB Estimated Solid Waste Generation Rates (2007) and landfill capacity in the region.

#### **4.15.5 PROJECT IMPACTS AND MITIGATION**

##### **4.15.5.1 Issues 1 and 2 – Water Supply and Infrastructure**

*Would implementation of the DVSP Update have sufficient water supplies to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?*

*Would implementation of the DVSP Update require or result in the construction of new water facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?*

## IMPACT ANALYSIS

### Water Supply

Implementation of the DVSP Update would require new water service connections to serve the proposed residential and commercial development within the SPA. The 2009 WSTS prepared by PBS&J evaluated the ability of the VID to provide a reliable water supply to the SPA. The WSTS evaluated VID water supplies that are or will be available over a 20-year projection during normal water year, single-dry water year and multiple-dry water year conditions to meet expected demands of the DVSP Update in addition to reasonably foreseeable VID water demands. The most current UWMP for VID (2005) determined that adequate water supplies would be available to serve existing and planned service areas under normal water year, single-dry water year and multiple-dry water year conditions through 2030. Water supply and demand projections from the 2005 VID UWMP were based upon the City's existing General Plan (1988) land use designations.

Based on the unit demand factors identified in the VID Potable Water Master Plan (2000), the estimated water demand for the ultimate build-out of the land uses proposed in the DVSP Update SPA would be approximately 898,240 gallons per day (gpd). The ultimate build-out water demand for the SPA under existing conditions is estimated to be approximately 934,250 gpd, based on the City's existing General Plan land use map, including the existing SP #26, and unit demand factors identified in the VID Potable Water Master Plan. Table 4.15-1 provides a comparison of the water demands associated with the build-out of the existing General Plan and SP #26 land uses and the build-out of the DVSP Update land uses. Since the estimated water demand for the build-out of the DVSP Update (898,240 gpd) is less than the demand for the build-out of the existing General Plan and SP#26 (934,250 gpd), it is already accounted for in the water demand forecast of the 2005 VID UWMP. The VID Potable Water Master Plan and VID UWMP concluded that the VID would have water supplies necessary to serve the build-out of the existing General Plan and SP #26; therefore, the VID would have adequate water supply to serve the proposed DVSP Update.

### Water Infrastructure Improvements

Implementation of the DVSP Update would require improvements to existing water infrastructure to serve the proposed development. Improvements to each planning area are discussed below and shown in Figure 3-7, Proposed Water Infrastructure Improvements Plan.

#### *PA-1*

Water infrastructure improvements within PA-1a and PA-1b include the following:

- Upgrade the 6-inch water pipelines to 8-inch pipelines within portions of Plymouth Drive, Camino Patricia, Terracina Way, N. Indiana Avenue, and N. Citrus Avenue
- Add 16-inch water pipelines to the existing 10-inch water pipeline within Vista Village Drive, and within S. Santa Fe Avenue between Vista Village Drive and Eucalyptus Avenue
- Add new 8-inch water pipelines within portions of E. Broadway, Main Street, Goetting Way, and Camino Patricia
- Upgrade the existing 10-inch water pipeline within S. Santa Fe Avenue between Santa Fe Place and Monte Vista Drive to a 20-inch water pipeline
- Add a 20-inch water pipeline to the existing 10-inch water pipeline within S. Santa Fe Avenue between Santa Fe Place and Monte Vista Drive

**Table 4.15-1. Comparison of Water Demand under the Existing General Plan/SP #26 and DVSP Update Build-out Scenarios**

Ultimate Development Under Existing Specific Plan #26 & General Plan							Ultimate Development Under Proposed DVSP Update							
Land Use Type	Gross Acreage	Developable Units	Developable Sq. Ft.	VID Unit Water Demand (gpd/ac)	VID Land Use Code	Est. Water Demand (gpd)	Land Use Type	Total Units	Total SF	Distribution <sup>(7)</sup>	Gross Acreage	VID Unit Water Demand (gpd)	VID Land Use Code	Est. Water Demand (gpd)
Commercial	53.84	0	558,522	2,020	5009, 6002 <sup>(1)</sup>	108,757	Residential	450		30%	32	4,100	1200	131,200
Institutional	5.40	0	38,823	2,020	6109, 6803 <sup>(2)</sup>	10,908	Commercial/Retail		572,152	70%	73	2,020	5009, 6002	147,460
Residential	31.36	541	0	4,100	1200 <sup>(3)</sup>	128,576	Commercial Office				105			
<b>Subtotal</b>	<b>91</b>	<b>541</b>	<b>597,345</b>			<b>248,241</b>	<b>Subtotal</b>	<b>450</b>	<b>572,152</b>					<b>278,660</b>
Commercial	58.44	0	180,762	2,020	5003, 5009 <sup>(4)</sup>	118,049	Residential	122		20%	23	4,100	1200	94,300
Commercial w/ MUR Overlay <sup>(5)</sup>	24.86	550	95,577	4,100	1200	101,926	Commercial/Retail		400,069	80%	91	2,020	5009, 6002	183,820
Institutional	22.66	0	432,288	2,020	6109	45,773	Commercial Office							
Residential	7.35	32	0	4,100	1200	30,135	<b>Subtotal</b>	<b>122</b>	<b>400,069</b>		<b>114</b>			<b>278,120</b>
<b>Subtotal</b>	<b>113</b>	<b>582</b>	<b>708,627</b>			<b>295,883</b>	Residential	270		20%	8	4,100	1200	32,800
Commercial	23.26	0	146,801	2,020	5009	46,985	Commercial/Retail		587,944	80%	34	2,020	5009, 6002	68,680
Institutional	0.92	0	6,309	2,020	6109	1,858	Commercial Office							
Industrial	8.01	0	9,200	2,020	2103 <sup>(6)</sup>	16,180	<b>Subtotal</b>	<b>270</b>	<b>587,944</b>		<b>42</b>			<b>101,480</b>
Residential	10.53	162	0	4,100	1200	43,173	Residential	838		30%	27	4,100	1200	110,700
<b>Subtotal</b>	<b>43</b>	<b>162</b>	<b>162,310</b>			<b>108,197</b>	Commercial/Retail		1,064,689	70%	64	2,020	5009, 6002	129,280
Commercial	64.95	0	553,130	2,020	5009, 5003, 5009	131,199	Commercial Office							
Institutional	4.21	0	51,001	2,020	6109	8,504	<b>Subtotal</b>	<b>838</b>	<b>1,064,689</b>		<b>91</b>			<b>239,980</b>
Industrial	2.15	0	34,963	2,020	2103	4,343	Proposed SP							
Residential	33.63	438	0	4,100	1200	137,883	<b>Total</b>	<b>1,680</b>	<b>2,624,854</b>		<b>352</b>			<b>898,240</b>
<b>Subtotal</b>	<b>105</b>	<b>438</b>	<b>639,094</b>			<b>281,929</b>								
Existing SP														
<b>Total</b>		<b>1723</b>	<b>2,107,376</b>			<b>934,250</b>								

(1) 5009 = retail trade and strip commercial; 6002 = low rise office  
 (2) 6805 = junior high schools; 6109 = other public services  
 (3) 1200 = multi-family residential  
 (4) 5003 = community shopping center  
 (5) MUR Overlay = Mixed-Use Residential Overlay, per SP #26  
 (6) 2103 = general light industry  
 (7) Based on information from RBF Consultants who prepared DVSP Update

***PA-2***

Several infrastructure improvements are proposed for the northeast area of PA-2. These include the following:

- Upgrade the existing 6-inch water pipeline within Escondido Avenue to an 8-inch pipeline from Alta Vista Drive to Eucalyptus Avenue
- Upgrade the existing 6-inch water pipeline within S. Citrus Avenue to an 8-inch pipeline from Main Street to Eucalyptus Avenue
- Upgrade the existing 6-inch water pipeline within Eucalyptus Avenue to an 8-inch pipeline in the portion from S. Indiana Avenue to Escondido Avenue
- Upgrade the existing 6-inch water pipeline within Alta Vista Drive to an 8-inch pipeline from Escondido Avenue to Casper Lane
- Abandon the existing 6-inch water pipeline along Brent Avenue would be abandoned

No water infrastructure improvements are proposed for the southwest area of PA-2 because upgrades in this area previously occurred as part of the Vista Village development project.

***PA-3***

Water infrastructure improvements proposed for PA-3 include:

- Addition of a 16-inch water pipeline to the existing 10-inch water pipeline within S. Santa Fe Avenue between Guajome Street and Pala Vista Drive
- Update the existing 6-inch water pipeline within Mercantile Street to a 10-inch pipeline
- Upgrade the existing 6-inch water pipeline within Pala Vista Drive between Sunset Drive and Escondido Avenue to an 8-inch pipeline
- Update the existing 6-inch water pipeline within Escondido Avenue between Pala Vista Drive and Postal Way to an 8-inch pipeline
- Upgrade the existing 6-inch water pipeline within Park Avenue between Eucalyptus Avenue and Oceanview Drive to an 8-inch pipeline
- Abandon the 4-inch water pipeline located along S. Santa Fe Avenue between Eucalyptus Avenue and Guajome Street

***PA-4***

Proposed PA-4 improvements include:

- Add a new 16-inch water pipeline to the existing 10-inch water pipeline within S. Santa Fe Avenue between Escondido Avenue and Postal Way
- Upgrade the existing 6-inch water pipeline within Natal Way to an 8-inch pipeline
- Abandon the existing 8-inch water pipeline connecting Escondido Avenue and Santa Anita Place

The proposed water infrastructure improvements are discussed in Section 3.9 of the DVSP Update, and analyzed in this PEIR because they would constitute future construction projects in the SPA. Direct and indirect physical environmental impacts of the water infrastructure improvements are addressed in the other environmental topics in this PEIR. Refer to Sections 4.1 through 4.14 regarding the potential

impacts associated with plan implementation and associated mitigation measures. Therefore, the project would result in a potentially significant impact on the environment from the construction or expansion of new water facilities.

### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not result in a significant impact with respect to water supply because the proposed project's water demand would not exceed VID's planned water supply for the SPA. Therefore, no impact would occur. However, the proposed project would have the potential to result in a physical environmental impact from construction activities related to implementation of the proposed water infrastructure improvement plan.

### **MITIGATION MEASURES**

Implementation of the measures identified in the various sections of this PEIR would reduce the potentially significant impact associated with the construction of new water infrastructure to a less than significant level.

#### **4.15.5.2 Issues 3, 4, and 5 – Wastewater Treatment Requirements, Infrastructure, and Capacity**

*Would implementation of the DVSP Update result in additional demand placed on sewer infrastructure that would exceed wastewater treatment requirements of the RWQCB?*

*Would implementation of the DVSP Update require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?*

*Would implementation of the DVSP Update result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the projected demand of the DVSP Update in addition to its existing commitments?*

### **IMPACT ANALYSIS**

#### **Wastewater Treatment**

Implementation of the DVSP Update would require 1,270 equivalent dwelling units (EDUs) of sewer capacity to serve the new development accommodated by the DVSP Update. The Vista Sanitation District's current sewer generation rate is 200 gallons per day (gpd) per EDU. Using this rate, the project is expected to generate approximately 254,000 gpd of wastewater at build-out. Wastewater in the SPA is treated at the EWPCF. The facility currently treats approximately 25 mgd of wastewater, but has the design capacity to treat up to 36 mgd of liquid and 38 mgd of solids. Additionally, demand associated with the implementation of the DVSP Update is less than one percent of the total capacity of the facility. Therefore, it is anticipated that the EWPCF would have adequate capacity to receive and treat wastewater from the DVSP Update.

Implementation of the DVSP Update would affect compliance with the waste discharge requirements that are placed on discharges from the EWPCF if it would increase wastewater discharge to a point that is above the capacity of the EWPCF, or if it would discharge types or quantities of constituents that cannot be adequately treated by the plant. As discussed above, the EWPCF has adequate capacity to serve the

wastewater treatment needs of the SPA. Therefore, implementation of the DVSP Update would not result in a potentially significant impact with regard to wastewater treatment requirements.

### **Wastewater Infrastructure Improvements**

Implementation of the DVSP Update would require improvements to existing sewer infrastructure to serve the proposed development. Improvements to each planning area are discussed below and shown in Figure 3-8, Proposed Sewer Infrastructure Improvements Plan.

#### ***PA-1***

Sewer infrastructure improvements within PA-1a would include:

- Upgrade the existing 6-inch sewer pipeline within W. Vista Way between Valencia Drive and Vista Village Drive to an 8-inch pipeline
- Upgrade the existing 6-inch sewer pipeline within Terracina Way between Goetting Way and Vista Village Drive to an 8-inch pipeline
- Upgrade a small portion of the 8-inch sewer pipeline within Vista Village Drive between Camino Corto and Plymouth Drive to a 12-inch pipeline
- Upgrade an existing 8-inch sewer pipeline within Vista Village Drive between Olive Avenue and N. Indiana Avenue to a 12-inch pipeline
- Upgrade the existing 18-inch sewer pipeline within E. Broadway between S. Santa Fe Avenue and S. Citrus Avenue to a 24-inch pipeline
- Update the existing 18-inch sewer pipeline within S. Citrus Drive between E. Broadway and Main Street to a 24-inch pipeline

Within PA-1b, the following improvements would be made:

- Upgrade the existing 8-inch sewer pipeline within S. Santa Fe Avenue between Santa Fe Place and Monte Vista Drive to a 12-inch pipeline
- Upgrade the 8-inch sewer pipeline within Monte Vista Drive to a 12-inch pipeline

#### ***PA-2***

The following infrastructure improvements are proposed for the east side of PA-2:

- Upgrade the existing 18-inch sewer pipeline within Main Street to a 24-inch pipeline from N. Citrus Avenue to Escondido Avenue
- Upgrade the existing 6-inch sewer pipeline within S. Citrus Avenue to an 8-inch pipeline from Main Street to Eucalyptus Avenue
- Upgrade the existing 10-inch sewer pipeline within Eucalyptus Avenue to a 15-inch pipeline in the portion from S. Citrus Avenue to Avalon Drive

No sewer infrastructure improvements are proposed for the west side of PA-2.

**PA-3**

PA-3 proposes the construction of a several sewer pipeline upgrades including:

- Update the existing 6-inch sewer pipeline within S. Santa Fe Avenue between E. Broadway and Terrace Drive to an 8-inch pipeline
- Upgrade the existing 8-inch sewer pipeline within Mercantile Street to a 12-inch pipeline
- Upgrade the existing 8-inch sewer pipeline within Pala Vista Drive between Mercantile Street and Rincon Street to a 12-inch pipeline
- Upgrade the existing 8-inch sewer pipeline within Guajome Street to a 15-inch pipeline
- Upgrade the existing 8-inch sewer pipeline within Mercantile Street to a 12-inch pipeline
- Abandon four sewer pipelines (6-inch, 8-inch, 12-inch and 15-inch) located between S. Santa Fe Avenue and the Sprinter Railroad tracks

**PA-4**

PA-4 proposes improvements to the following pipelines:

- Upgrade the existing 8-inch sewer pipeline within S. Santa Fe Avenue between Escondido Avenue and Santa Fe Place to a 15-inch pipeline
- Upgrade the existing 8-inch sewer pipeline within S. Santa Fe Avenue between Santa Fe Place and Postal Way to a 12-inch pipeline
- Abandon the existing 8-inch sewer pipeline within Santa Anita Place

Impacts to the SPA and adjacent offsite areas during construction activities would be temporary in nature. The proposed sewer infrastructure improvements plan is discussed in Section 3.9 of the DVSP Update and analyzed and addressed in this PEIR because implementation of the sewer improvements would constitute future construction projects under the DVSP Update. Therefore, direct and indirect physical environmental impacts of the sewer infrastructure improvements are addressed in the other environmental topics in this PEIR. Refer to Sections 4.1 through 4.14 regarding the potential impacts associated with plan implementation and associated mitigation measures.

**SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not result in a significant impact with respect to wastewater treatment requirements or wastewater treatment capacity. However, the proposed project would have the potential to result in physical environmental impacts from construction activities related to implementation of the proposed sewer infrastructure improvements plan.

**MITIGATION MEASURES**

Implementation of the measures identified in the various sections of this PEIR would reduce the potentially significant impact associated with the construction of new sewer infrastructure to a less than significant level.

### 4.15.5.3 Issue 6 – Stormwater Facilities

*Would implementation of the DVSP Update require or result in the construction of new stormwater facilities, the construction of which could cause significant environmental effects?*

#### IMPACT ANALYSIS

As discussed in Section 4.8, Hydrology/Water Quality, build-out of the DVSP Update would increase impervious surfaces within the SPA by 2.12 acres, which would result in increased stormwater flows from the SPA. The DVSP Update proposes a new Santa Fe drainage basin that would collect runoff from the SPA, located along Tributary 1 of Buena Vista Creek on the southeast corner of S. Santa Fe Avenue and Monte Vista Drive. Storm drain improvements, including curb inlets and laterals, would be required to capture runoff and convey it to the proposed Santa Fe detention basin. Improvements are shown in Figure 3-9, Proposed Stormdrain Infrastructure Improvements Plan.

Implementation of the proposed drainage improvements would decrease peak flows compared to existing conditions and would not exceed the capacity of Buena Vista Creek or its tributaries. However, construction of these stormwater improvements would have the potential to result in physical environmental impacts. Proposed drainage improvements are discussed in Section 3.9 of the DVSP Update and are analyzed in this PEIR because implementation of the improvements would constitute future construction projects under the DVSP Update. Refer to Sections 4.1 through 4.14 regarding the potential impacts associated with plan implementation and associated mitigation measures.

#### SIGNIFICANCE OF IMPACT

The proposed project would have the potential to result in physical environmental impacts from construction of new stormwater facilities.

#### MITIGATION MEASURES

Implementation of the measures identified in the various sections of this PEIR would reduce the potentially significant impact associated with the construction of new stormwater drainage facilities to a less than significant level.

### 4.15.5.4 Issues 7 and 8 – Natural Gas, Electricity, and Telecommunications Facilities

*Would implementation of the DVSP Update result in energy consumption that would exceed the capacity of existing facilities such that additional transmission or distribution lines must be installed and/or electrical substations upgraded?*

*Would implementation of the DVSP Update require or result in the construction or expansion of telecommunications facilities, the construction of which could have an adverse physical effect on the environment?*

#### IMPACT ANALYSIS

Implementation of the DVSP Update would require natural gas and electricity service from SDG&E, which currently provides energy services to the existing residences on the SPA. In accordance with SDG&E's "Rules for the Sale of Electric Energy" filed with and approved by the California Public

Utilities Commission, SDG&E has indicated that it has the ability to make available natural gas and electric service to the SPA. The approval is included as Appendix K. Because the SPA is currently served by SDG&E, implementation of the DVSP Update would not require the installation of transmission or distribution lines to serve the SPA. Future development under the DVSP Update would include utility lines to connect the proposed development to the existing facilities, the effects of which would be addressed on a project-specific level during the environmental review process.

Cox Communications, Time Warner, and Orion currently provide digital cable television services to the SPA, SBC/ATT and Cox provide telephone services, and all companies are capable of providing internet services. These companies would continue to provide service with implementation of the DVSP Update. Because these companies currently provide service to the SPA, infrastructure is already in place to serve the SPA, and implementation of the DVSP Update would not exceed the available telecommunications capacity of the area, resulting in the need for construction or expansion of telecommunications facilities.

### **SIGNIFICANCE OF IMPACT**

The project is not anticipated to exceed the capacity of existing surrounding facilities such that additional transmission or distribution lines would be installed, electrical substations would be upgraded, or telecommunications facilities would be expanded. Therefore, impacts would be less than significant.

### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact associated with natural gas, electricity, or telecommunications facilities. Therefore, no mitigation is required.

#### **4.15.5.5 Issues 9 and 10 – Solid Waste Disposal**

*Would implementation of the DVSP Update be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

*Would implementation of the DVSP Update comply with federal, state and local statutes and regulations related to solid waste?*

### **IMPACT ANALYSIS**

Solid waste collection service in the SPA is provided by EDCO Waste Collection and Recycling Services. Solid waste generated by construction or operation of future projects under the DVSP Update would be hauled to an EDCO transfer facility, then to West Miramar Landfill, located in the City of San Diego. West Miramar landfill has a permitted capacity of 8,000 tons per day. The DVSP Update is expected to generate approximately 19,800 tons of solid waste per year, based on the CIWMB waste generation rates for the land uses that would be allowed under the DVSP Update (CIWMB 2007). This amounts to approximately 54 tons per day. Therefore, waste generated in the SPA would not exceed the daily capacity of West Miramar Landfill, which is 8,000 tons per day.

The City is required to meet the 50 percent diversion rate established in AB 939. To meet this requirement, recycling pick-up services are provided in the City through EDCO, permanent collection facilities and pick-up services are available for hazardous materials, and hazardous waste public education and information efforts are made in the City (County of San Diego 2005). Therefore, implementation of the DVSP Update would be consistent with AB 939.

In addition, the proposed project includes guidelines to reduce solid waste disposal. As described in the Green Building and Sustainable Design guidelines in Section 3.8.1 of the DVSP Update, Area-wide Guidelines, future projects would be required to do the following: 1) establish a construction management plan with the local waste hauler that diverts a minimum of 50 percent of construction, demolition, and site clearing waste; 2) provide and maintain interior and exterior storage areas for recyclables and green waste; and 3) make available educational materials for residents and tenants regarding sustainable practices such as recycling and availability of recycling services, hazardous waste facilities and pick-up services, composting, reuse of materials, and using rechargeable batteries. The availability of these services and the guidelines proposed in the DVSP Update would reduce the amount of solid waste generated in the SPA that would be transferred to a landfill.

### **SIGNIFICANCE OF IMPACT**

Implementation of the DVSP Update would not be served by a landfill with insufficient permitted capacity to accommodate future solid waste disposal needs associated with the DVSP Update. Impacts would be below a level of significance.

### **MITIGATION MEASURES**

Implementation of the DVSP Update would not result in a significant impact related to solid waste disposal. Therefore, no mitigation is required.

## **4.15.6 CUMULATIVE IMPACTS**

### **4.15.6.1 Water Supply and Infrastructure**

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts to water supply and water resources is the VID service area. The construction of the cumulative projects listed in Table 4.0-1 would have the potential to increase demand for water supplies. The cumulative projects that would be expected to require the largest increases in water demand include projects such as the Breeze Hill Condominiums, Demonstration Block, Adobe Estates, Green Oak Villas Condominiums, and Hyatt Place. Construction-related impacts would occur throughout the VID service area due to installation of new or expanded water pipelines and connections required to serve the cumulative projects. Therefore, the baseline cumulative impact to water supply and water resources associated with new development within the VID service area is potentially significant.

VID has prepared a 2005 UWMP that identifies the past, present and future sources of water, supply of water, and demand for water in the VID service area through 2030. As discussed in Section 4.15.5.1, the ultimate build-out of the land uses proposed in the DVSP Update would result in a lower demand for water as compared to the ultimate build-out of the existing land use designations for the same area, which have been accounted for in the 2005 UWMP. Additionally, implementation of the DVSP Update would require water infrastructure improvements to serve the proposed development. The impacts associated with construction of these water infrastructure improvements have been analyzed in this PEIR and would be fully mitigated. Therefore, because VID has planned for a sufficient water supply to serve the proposed project, and the construction impacts associated with water infrastructure improvements would be mitigated to a less than significant level, the project's contribution to water supply and water infrastructure impacts would not be cumulatively considerable.

#### **4.15.6.2 Wastewater Treatment Requirements, Infrastructure, and Capacity**

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts relative to wastewater conveyance and treatment capacity includes the cumulative projects from Table 4.0-2 that are located within the City. The cumulative projects listed in Table 4.0-2 that would be expected to contribute significant effluent flows and demands on wastewater pipelines and capacity include larger projects such as the Breeze Hill Condominiums, Demonstration Block, Adobe Estates, Green Oak Villas Condominiums, and Hyatt Place. These projects would increase effluent flows and demands on wastewater pipelines and treatment capacity within the City. Therefore, the baseline cumulative impact to regional wastewater conveyance and treatment capacity associated with new development in the VID service area is potentially significant.

As discussed above in Section 4.15.5.2, it is anticipated that the EWPCF would have adequate capacity to receive and treat wastewater from the proposed project. Additionally, implementation of the DVSP Update would require sewer infrastructure improvements to serve the proposed development. The impacts associated with construction of these sewer infrastructure improvements have been analyzed in this PEIR and would be fully mitigated. Therefore, because the EWPCF would have sufficient capacity to treat wastewater from the SPA, and the construction impacts associated with the proposed sewer infrastructure improvements would be mitigated, the project's contribution to wastewater treatment, capacity and infrastructure impacts would not be cumulatively considerable.

#### **4.15.6.3 Stormwater Facilities**

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts to stormwater facilities includes the CHU. Urban development within the CHU, including the cumulative projects in Table 4.0-2, would have the potential to exceed the capacity of existing stormwater systems through an increase in runoff from the development of new projects resulting in an increase in impervious surfaces. Therefore, the baseline cumulative impact associated with stormwater facilities is potentially significant.

As discussed in Section 4.15.5.3, implementation of the proposed Santa Fe drainage basin and other storm drain improvements, including curb inlets and laterals, would be implemented to adequately convey stormwater runoff in the SPA. Implementation of the DVSP Update would not require additional construction of stormwater facilities beyond what is proposed in the plan. The impacts associated with construction of these stormwater improvements have been analyzed in this PEIR and would be fully mitigated. Therefore, the project's contribution to stormwater facilities impacts would not be cumulatively considerable.

#### **4.15.6.4 Natural Gas, Electricity, and Telecommunications Facilities**

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts to natural gas, electricity, and telecommunications facilities includes all existing and planned uses within San Diego County, including the cumulative projects listed in Table 4.0-2, which are served by SDG&E and would continue to result in increased energy use. Therefore, the baseline cumulative impact to energy demand within the regional cumulative impact area is potentially significant.

As discussed above in Section 4.15.5.4, SDG&E has indicated that it has the ability to make available natural gas and electric service to the SPA and implementation of the DVSP Update would not require the

installation of transmission or distribution lines to serve accommodate plan implementation. Additionally, infrastructure is already in place to provide telecommunications service the SPA, and implementation of the DVSP Update would not exceed the available telecommunications capacity of the area, resulting in the need for construction or expansion of telecommunications facilities. Therefore, the project's contribution would not be cumulatively considerable.

#### 4.15.6.5 Solid Waste Disposal

As indicated in Table 4.0-1 of this PEIR, the geographic context for the analysis of cumulative impacts to landfill capacity includes all existing and planned uses within San Diego County that contribute solid waste to the County's landfills. The cumulative projects in Table 4.0-2 of this PEIR would all be expected to generate solid waste. These projects would also be served by the Miramar Landfill. Combined solid waste from all of the existing and planned uses that would be served by Miramar Landfill would have the potential to exceed the capacity of the landfill. Therefore, the baseline cumulative impact to solid waste disposal is significant.

As discussed in Section 4.15.5.5, implementation of the DVSP Update would result in the generation of approximately 54 tons per day of additional solid waste, which would not exceed the daily capacity of West Miramar Landfill, which is 8,000 tons per day. In addition, compliance with AB 939 and implementation of the Green Building and Sustainable Design requirements in Section 3.8.1 of the DVSP Update, Area-wide Guidelines, would reduce waste generated by plan implementation by diverting solid waste from landfills. Therefore, the project's contribution to solid waste disposal impacts would not be cumulatively considerable.

#### 4.15.7 REFERENCES

California Integrated Waste Management Board. 2007. *Estimated Solid Waste Generation Rates*. October 26. <http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/>

County of San Diego. 2005. *San Diego County Integrated Waste Management Plan Countywide Siting Element*. September.

EDCO. 2009. EDCO Company Website. Accessed on October 21. <http://www.edcodisposal.com/index.html>

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# CHAPTER 5.0

## OTHER CEQA CONSIDERATIONS

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State CEQA Guidelines Section 15128 requires that an EIR contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and, therefore, would not be discussed in detail in the EIR. The proposed project was reviewed against the potential environmental issues contained in Appendix G of the State CEQA Guidelines. Environmental issue areas found to have potentially significant impacts are addressed in Chapter 4.0 of this PEIR. Issues that were found to have no potential for a significant impact are discussed below in Section 5.1.

Section 15126 of the State CEQA Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the PEIR must identify the following three components, which are also addressed in this chapter:

- Growth-inducing impacts of the proposed project (addressed below in Section 5.2);
- Significant environmental effects that cannot be avoided if the proposed project is implemented (addressed below in Section 5.3); and
- Significant irreversible environmental effects that would be involved in the proposed project should it be implemented (addressed below in Section 5.4).

### 5.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by State CEQA Guidelines Section 15128, this PEIR must identify effects of the proposed project determined to be insignificant and not discussed in detail in the PEIR. The City, as the lead agency, identified that the following environmental effects of the DVSP Update would not be significant: agricultural resources and mineral resources. The reasons that these impacts are not considered to be significant are briefly discussed below.

#### **Agricultural Resources**

The DVSP Update area is urbanized and no part of the SPA is used for agricultural purposes. Surrounding development is residential and does not include agricultural uses. Based on farmland maps prepared by the California Department of Conservation, the SPA is designated as Urban and Built-Up Land and is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2008). Therefore, implementation of the

DVSP Update would not affect any existing or future agricultural uses and this issue is not addressed further in the PEIR.

### **Mineral Resources**

The California Department of Mines and Geology does not identify the SPA as an area with high potential for aggregate or mineral resources. Further, implementation of the DVSP Update would not result in the loss of availability of a known or locally important mineral resource. The SPA is urbanized and does not contain any mineral resource extraction facilities. No long-term impacts to mineral resources are anticipated from implementation of the DVSP Update. Therefore, this topic is not evaluated in the PEIR.

## **5.2 GROWTH INDUCEMENT**

As required by the State CEQA Guidelines, an EIR must include a discussion of the ways in which the proposed project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (State CEQA Guidelines Section 15126.2[d]). Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According to State CEQA Guidelines Section 15126.2(d), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

### **Population Growth**

The DVSP Update would have the potential to directly influence population in the Vista community by accommodating 1,270 new residential units in the SPA, compared to existing conditions, for a total of 1,675 residential units. SANDAG projects the number of housing units in the City to increase 16 percent between 2004 and 2030, from 30,169 to 34,945. The 1,270 units accommodated by the buildout of the DVSP Update would account for approximately 3.6 percent of the total dwelling units projected in the City. SANDAG projects a total population of 115,768 in the City by 2030, or approximately 3.3 persons per dwelling unit. Therefore, buildout of the additional 1,270 residential units accommodated by the DVSP Update would accommodate population growth of approximately 4,191 people in the DVSP Update area compared to existing conditions. Growth in the DVSP Update area would represent approximately 3.6 percent of the total population of the City. The physical environmental impacts associated with implementation of the DVSP Update are analyzed in Sections 4.1 through 4.15 of this PEIR.

### **Economic Growth**

The DVSP Update would accommodate an additional 1,866,737 SF of commercial, retail, and office development. Therefore, it would have the potential to directly generate jobs and economic activity in the SPA. Additionally, based on a factor of 3.3 persons per dwelling unit, implementation of the DVSP Update would have the potential to generate approximately 4,191 residents. The estimated 4,191 residents that would be added within the SPA would incrementally increase economic activity. The residents would primarily be served by the commercial and retail development accommodated in the DVSP Update. However, residents may generate some activity in retail establishments in the areas surrounding the SPA and may generate new demand for such services as landscaping, gardening, and home cleaning and maintenance. The population that would be potentially generated by buildout of the DVSP Update constitutes approximately 3.6 percent of the projected population of the City for 2030,

## Cultural Resources

Redevelopment or renovation of a site within the SPA may result in the demolition, destruction, relocation, or alteration of a historical building such that the significance of an historical resource would be impaired. Therefore, implementation of the DVSP Update would have the potential to result in a substantial adverse change in the significance of a historical resource. Implementation of mitigation measures *Cul-3* through *Cul-6* would lessen adverse impacts to historical resources but may not reduce all potential impacts to historical resources to a level of less than significant. Therefore, impacts would remain significant and unavoidable. Additionally, implementation of the DVSP Update would result in a cumulatively considerable and unavoidable contribution to a significant cumulative impact to historical resources within one mile of the SPA.

## Land Use

Implementation of the DVSP Update would conflict with General Plan Goal 1, Policy 1.2, and Policy 1.7 of the Circulation Element and Criterion E of the Community Facilities Element because implementation of the DVSP Update would result in eight following intersections operating at a LOS of E or F. Implementation of mitigation measures *Tra-1* through *Tra-10* in Section 4.14, Traffic, would minimize impacts to the extent feasible; however, two intersections would continue to operate at a LOS below D: Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street. Therefore, impacts would remain significant and unavoidable. Implementation of the DVSP Update would result in a cumulatively considerable and unavoidable contribution to a significant cumulative impact associated with conflicts with applicable land use plans, policies, and regulations, related to traffic.

## Traffic

Buildout of the DVSP Update would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system because it would result in a substantial increase in vehicle trips that would exceed the LOS standard established for roadways and intersections. Therefore, implementation of the DVSP Update would result in significant impacts to roadway segments and intersection operations. Implementation of mitigation measures *Tra-1* through *Tra-10* would reduce impacts to less than significant levels, with the exception of impacts to Santa Fe Avenue/E. Broadway in the PM peak hour, and Santa Fe Avenue/Guajome Street in the AM and PM peak hours. Therefore, impacts to these two intersections would remain significant and unavoidable, and implementation of the DVSP Update would result in a cumulatively considerable and unavoidable contribution to a significant cumulative impact at these intersections.

## 5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

which SANDAG forecasts as approximately 115,768 persons: As stated above, project residents are would primarily draw of services provided by implementation of the DVSP Update. Activity generated for services outside of the SPA would be expected to draw on existing retail and commercial services already available in the area rather than inducing new service providers to relocate to the area. As a result, no significant physical effects are expected to result from economic growth generated by the DVSP Update, other than the commercial and retail growth accommodated directly by the DVSP Update, which is analyzed in Sections 4.1 through 4.15 of this PEIR. The DVSP Update is expected to have beneficial economic effects on local retailers and service providers already located in the SPA because of the resulting additional activity.

### Removal of Obstacles

The DVSP Update does not meet other criteria for being considered growth inducing because it would not remove obstacles to growth or encourage growth through the provision of new and essential public services or access opportunities. Implementation of the DVSP Update would include improvements to public services infrastructure; however, these improvements would serve buildout of the SPA. The SPA is already served by public services including water and sewer service. Implementation of the DVSP Update would not extend public services into an area where these services were previously unavailable. Nor would it result in urbanization of land in a remote location, resulting in "leapfrog" development. The DVSP Update area is located in an urbanized area that is served by an existing network of electricity, water, sewer, storm drain, communications, roadways, and other infrastructure.

## 5.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Pursuant to Section 15126.2(b) of the State CEQA Guidelines, this section identifies significant impacts that would not be avoided, even with the implementation of feasible mitigation measures. The final determination of significance of impacts and of the feasibility of mitigation measures will be made by the Vista City Council as part of their certification action for the PEIR. Sections 4.1 through 4.15 of this PEIR provide a comprehensive identification of the potentially significant adverse environmental effects and any necessary mitigation measures that would result from the DVSP Update, as well as the level of significance both before and after mitigation. A summary of the environmental impacts and mitigation measures is contained in the Executive Summary of this PEIR.

All direct and cumulative impacts associated with the DVSP Update are identified in Chapter 4.0 of this PEIR. The following discussion summarizes the identified significant and unavoidable impacts. More detailed discussion of each impact is included in Sections 4.1 through 4.15 of this PEIR.

### Air Quality

Operational emissions from full buildout of the DVSP Update would exceed the significance thresholds for maximum daily emissions for VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, impacts with regards to air quality standards would be significant. Implementation of mitigation measures *Air-1* through *Air-7* would reduce pollutant emissions, but not to below a significant level. Therefore, impacts would remain significant and unavoidable. Additionally, implementation of the DVSP Update would result in a cumulatively considerable and unavoidable contribution to a significant cumulative impact associated with violations of air quality standards for PM<sub>10</sub>, and PM<sub>2.5</sub>, and O<sub>3</sub> in the SDAB.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage would result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the DVSP Update would result in the commitment of commercial, retail, office, municipal, and residential uses in the SPA. While the existing SPA is currently developed with these land uses, implementation of the DVSP Update would result in the redevelopment of existing development as well as an overall increase in development intensity. Restoration of the SPA to pre-developed conditions would not be feasible given the degree of disturbance, the urbanization of the SPA in the existing condition, and the level of capital investment that would result from implementation of the DVSP Update.

Resources that would be permanently and continually consumed by implementation of the DVSP Update include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources because future development would be required to meet all applicable law regarding use of resources such as CCR Title 24, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*, as discussed in Section 4.4, Climate Change. Additionally, future residents would be required to comply with any regulations regarding use of resources, such as drought condition water conservation measures implemented by the VID. Construction activities related to the DVSP Update, though previously analyzed, would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

With respect to operational activities associated with implementation of the DVSP Update, compliance with all applicable building codes, as well as PEIR mitigation measures, would ensure that all natural resources are conserved to the maximum extent practicable. It is also possible that new technologies or systems would emerge, or would become more cost-effective or user-friendly, to further reduce the project reliance upon nonrenewable energy resources.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the proposed project. As described in Section 4.7, Hazards and Hazardous Materials, implementation of the DVSP Update would allow for the development of land uses, such as commercial and manufacturing facilities, that commonly store, use, and dispose of hazardous materials. Compliance with applicable federal, State and local hazardous materials regulations such as the Emergency Planning and Community Right-to-Know Act, the California HSC, CCR Title 23, the Aboveground Petroleum Storage Act, California Accidental Release Prevention Program, and the Hazardous Materials Building Plan requirements of the County Department of Environment Health would ensure that the DVSP Update would not result in irreversible environmental damage related to the reasonable foreseeable accidental release of hazardous materials.

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# CHAPTER 6.0

## ALTERNATIVES

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CEQA requires a PEIR to describe and evaluate a range of reasonable alternatives to a proposed project, or alternatives to the location of a proposed project. The purpose of the alternatives analysis is to explore ways that most of the basic objectives of the DVSP Update could be attained while reducing or avoiding significant environmental impacts of the project as proposed. This approach is intended to foster informed decision-making and public participation in the environmental process.

This chapter evaluates alternatives to the DVSP Update and examines the potential environmental impacts associated with each alternative. EIRs must evaluate a "...range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project" (Section 15126.6[a] State CEQA Guidelines). Not every conceivable alternative must be addressed, nor do infeasible alternatives need be considered. When addressing feasibility, Section 15126.6 of the State CEQA Guidelines states that the factors that may be taken into account when addressing the feasibility of alternatives are *site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, and jurisdictional boundaries*. The Guidelines also state that the discussion of alternatives should focus on "...alternatives capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives could impede to some degree the attainment of the project objectives or would be more costly" (Section 15166.6[b] State CEQA Guidelines). CEQA further directs that "...the significant effects of the alternatives shall be discussed, but in less detail than the significant effects of the project as proposed" (Section 15126.6[d] State CEQA Guidelines).

The following sections discuss the DVSP Update alternatives that were considered pursuant to CEQA. Based on the State CEQA Guidelines, the following alternatives to avoid or reduce significant impacts were identified and are discussed in Section 6.3: the No Project Alternative, the Reduced Project Alternative, and the Expanded Street Configuration Alternative. Additionally, two alternatives are identified in Section 6.2 that were considered but ultimately rejected: the Escondido Avenue Corridor Alternative and the Increased Density Alternative.

### 6.1 PROJECT OBJECTIVES

As stated in Section 3.3 of this PEIR, the fundamental objectives of the DVSP Update are to:

**Objective 1:** Develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities based on community need, existing uses, and location within the SPA. The planning areas will include a gateway mixed use

district, civic and entertainment district, mercantile and retail district and larger scale retail district.

- Objective 2:** Identify design and development guidelines for each of the four planning areas and the entire SPA that address the following: permitted uses, prohibited uses, operating standards, fences and walls, landscaping, parking and loading, lighting, signs, standards for specific land uses, lighting and security, building design, architectural design, and circulation and access.
- Objective 3:** Provide new mixed-use commercial and residential development opportunities in the SPA, including up to 1,270 new dwelling units and 1.8 million SF of commercial retail and office uses.
- Objective 4:** Identify landscape design guidelines for the SPA to improve the aesthetic environment of the downtown area and create a cohesive community design plan.
- Objective 5:** Improve traffic circulation within the SPA, including improvements to the following intersections: Olive Avenue and N. Melrose Drive; S. Santa Fe Avenue and E. Broadway; S. Santa Fe Avenue and Pala Vista Drive; S. Santa Fe Avenue and Guajome Street; S. Santa Fe Avenue and Escondido Avenue; Vale Terrace and E. Vista Way; and Escondido Avenue and Eucalyptus Avenue.
- Objective 6:** Provide water, sewer and storm drain infrastructure improvements in the SPA to serve the proposed commercial and residential uses.
- Objective 7:** Preserve the historic downtown area of Vista by creating a Character Overlay Zone and requiring architectural design styles and construction methods and materials that are compatible with the surrounding area.
- Objective 8:** Increase the use of alternative transportation within the SPA by providing improved pedestrian, bicycle and transit facilities and corridors that are easily accessible to the public.
- Objective 9:** Provide residential housing for a variety of income levels and housing needs by offering various housing types including live/work units, single-family dwellings, multiple-family dwellings, and senior housing developments.
- Objective 10:** Increase public safety by clearly delineating pedestrian circulation through landscaping, walkways, and decorative hardscape as well as creating pedestrian pathways between parking areas and businesses.
- Objective 11:** Promote sustainable development principles by encouraging high-density commercial development near the core of the district, connected to residential development with pedestrian corridors.
- Objective 12:** Create an 18-hour activity area at the core of the SPA, featuring a variety of residential development and large anchor retail with increased building heights and building density.

## **6.2 ALTERNATIVES CONSIDERED BUT REJECTED**

### **6.2.1 ESCONDIDO AVENUE CORRIDOR ALTERNATIVE**

The Escondido Avenue Corridor Alternative would add the segment of Escondido Avenue from Eucalyptus Avenue to S. Santa Fe Avenue to the SPA. The corridor would include the areas immediately adjacent to both sides of Escondido Avenue, which are currently developed with mostly commercial uses. This corridor was considered as a possible location for additional mixed-use redevelopment in the City. However, this alternative was ultimately rejected because the narrow width of the Escondido Avenue corridor would not provide adequate development area to support mixed-use development that would allow persons to live, work and shop in their immediate neighborhood. The corridor is also physically separated from the rest of the downtown area by residential development and is not located in close proximity to either Sprinter station in the SPA. According to State CEQA Guidelines Section 15126.6, an EIR shall describe a range of alternatives that meet most of the basic objectives of the proposed project, but would avoid or substantially lessen any of the significant effects of the proposed project. This alternative would not avoid any of the significant impacts that would potentially result from implementation of the proposed DVSP Update, and would likely result in additional impacts to air quality, climate change, cultural resources, noise, public services, traffic, and utilities. This alternative would not meet Objective 1 of the DVSP Update because it would not be located or have uses that fit within one of the four distinct planning areas or Objective 3 because it would not provide opportunities for successful mixed-use development. Therefore, this alternative was rejected from further analysis.

### **6.2.2 INCREASED RESIDENTIAL DENSITY ALTERNATIVE**

The Increased Residential Density Alternative would increase the development density allowed in PA-3 and PA-4. As identified in the DVSP Update, the proposed vision for PA-3 is primarily a retail district, while the proposed vision for PA-4 is to allow large anchor retail that will attract local and regional visitors. Under the Increased Residential Density Alternative, PA-3 and PA-4 would both allow additional housing units to be constructed so the SPA would accommodate more of the City's housing allotment as identified in the RHNA. This would be accomplished through the construction of high mid-rise buildings (up to eight stories), rather than the low mid-rise buildings (up to four stories) that are proposed under the DVSP Update. The increased residential development would change the intended vision and function of these two planning areas, and the SPA overall. This alternative was rejected from further evaluation because eight story buildings would not be compatible with the single-family residential areas that surround the SPA, the historic downtown area, or the less intensive development proposed for PA-1 and PA-2 (up to four stories). This alternative would not meet Objectives 1 or 2, which propose the development of four distinct planning areas within the SPA, each of which provides specific types of development opportunities. This alternative would also not comply with the design and development guidelines identified for PA-3 and PA-4 (Objective 3) and would be in conflict with preserving the historic downtown area (Objective 7). State CEQA Guidelines Section 15126.6 states that an EIR shall describe a range of alternatives that meet most of the basic objectives of the proposed project, but would avoid or substantially lessen any of the significant effects of the proposed project. Increasing the development intensity in PA-3 and PA-4 would result in additional impacts to aesthetics, air quality, climate change, noise, public services, traffic, and utilities. Therefore, this alternative was rejected from further analysis.

## 6.3 ALTERNATIVES ANALYZED

This section presents an evaluation of three alternatives to the DVSP Update: 1) No Project Alternative; 2) Reduced Project Alternative; and 3) Expanded Street Configuration Alternative. For each alternative, a brief description is provided, followed by a summary impact analysis relative to the proposed DVSP Update, and an assessment of the degree to which the alternative would meet the DVSP Update goals. Table 6-1 provides a comparison of the significant direct impacts for the DVSP Update and alternatives. Table 6-2 provides a summary of the selected alternatives' abilities to meet the DVSP Update goals.

### 6.3.1 NO PROJECT ALTERNATIVE

CEQA requires the No Project Alternative to be addressed in an EIR. Under the No Project Alternative, it is assumed that the DVSP Update would not be adopted and the existing SP #26 would be the applicable planning document for the downtown area. The Vista General Plan would remain the applicable planning document for areas outside of the existing SP #26 boundary included in the proposed SPA. Development and redevelopment would continue to occur in the proposed SPA boundary under SP #26 and the City General Plan; however, the DVSP Update is anticipated to include a higher intensity of development in the SPA compared to this alternative by accommodating greater mixed use commercial and residential development. Additionally, the No Project Alternative would not adopt the design and development guidelines of the DVSP Update and would not construct the proposed public services and roadway improvements discussed therein.

#### 6.3.1.1 Impact Analysis

##### Aesthetics

The No Project Alternative would not result in significant impacts to any designated scenic vistas within the SPA. Therefore, impacts to scenic vistas would be less than significant, similar to the DVSP Update. Unlike the proposed project, the No Project Alternative would not implement the design and development guidelines that would enhance the visual character and quality of the downtown area. While future development in the downtown area under the existing SP #26 would be consistent with existing development, when compared to the proposed project, which would substantially enhance the visual character of the downtown area, the No Project Alternative would result in increased impacts to visual character and quality. Less than significant impacts associated with lighting and glare would be slightly reduced under the No Project Alternative because the intensity of development and redevelopment under the No Project Alternative would be less than under the DVSP Update.

##### Air Quality

The No Project Alternative would be consistent with the applicable air quality plan because build-out of SP #26 was included in the population assumptions made by SANDAG and utilized in the air quality plan. Additionally, implementation of the No Project Alternative would not accommodate land uses typically associated with the production of objectionable odors. Therefore, similar to the DVSP Update, the No Project Alternative would result in less than significant impacts to these issues. Compared to the DVSP Update, the No Project Alternative would result in reduced impacts in terms of consistency with air quality standards because build-out of the SPA under this alternative would be less intensive than build-out under the DVSP Update. However, unlike the proposed project, the No Project Alternative does not propose transit-oriented development, which would result in reduced vehicle miles traveled and associated pollutant emissions. Therefore, construction and some operational emissions would be reduced under this alternative as compared to the DVSP Update; however, vehicular emissions may be

Table 6-1. Summary of Analysis for Alternatives to the DVSP Update

Issue Areas with Potential for Increased or Decreased Impacts as Compared to the DVSP Update	DVSP Update		Alternatives to the DVSP Update		
	Without Mitigation	With Mitigation	No Project	Reduced Project	Expanded Street Configuration
<b>4.1 Aesthetics</b>					
Scenic Vistas,	LS	LS	—	—	—
Visual Character or Quality	LS	LS	▲	▲	—
Light or Glare	LS	LS	▼	▼	—
<b>4.2 Air Quality</b>					
Consistency with the RAQS	LS	LS	—	—	—
Consistency with Air Quality Standards	PS	SU	▼	▼	—
Sensitive Receptors	PS	LS	—	—	—
Odors	LS	LS	—	—	—
<b>4.3 Biological Resources</b>					
Impacts to Sensitive Species, Riparian or Other Sensitive Habitats, Federally Protected Wetlands, and Migratory Species	PS	LS	—	—	—
Impacts to Adopted Policies and Plans	LS	LS	—	—	—
<b>4.4 Climate Change</b>					
Direct and Indirect Generation of GHG	LS	LS	▲	—	—
<b>4.5 Cultural Resources</b>					
Paleontological Resources	LS	LS	—	—	—
Archaeological Resources and Human Remains	PS	LS	—	—	—
Historical Resources	PS	SU	—	—	—
<b>4.6 Geology and Soils</b>					
Geologic Hazards	LS	LS	—	—	—
Unstable Soils	LS	LS	—	—	—
Soil Erosion or Loss of Topsoil	LS	LS	—	—	—
Expansive Soil	LS	LS	—	—	—
<b>4.7 Hazardous Materials</b>					
Hazards to the Public of the Environment	PS	LS	—	—	—
Hazards to Nearby Schools	LS	LS	—	—	—
Emergency Response and Evacuation	PS	LS	—	—	—
<b>4.8 Hydrology and Water Quality</b>					
Site Drainage and Hydrology	LS	LS	—	—	—
Water Quality	LS	LS	—	—	—
Flood Hazard Area	PS	LS	▲	▲	—
Levee, Dam Failure, or Seiche Hazard Area	LS	LS	—	—	—
Groundwater Supply and Recharge	LS	LS	—	—	—
<b>4.9 Land Use and Planning</b>					
Land Use Plan, Policy, and Regulation Consistency	PS	SU	—	—	▼
Physically Divide an Established Community	LS	LS	—	—	—
Conflict with Existing Land Uses	LS	LS	—	—	—

**Table 6-1. Continued**

Issue Areas with Potential for Increased or Decreased Impacts as Compared to the DVSP Update	DVSP Update		Alternatives to the DVSP Update		
	Without Mitigation	With Mitigation	No Project	Reduced Project	Expanded Street Configuration
<b>4.10 Noise</b>					
Local Noise Standards, Ambient Noise Levels, Temporary Noise Increases, and Airport Noise	PS	LS	—	—	—
Groundborne Vibration	PS	LS	—	—	—
<b>4.11 Population and Housing</b>					
Direct or Indirect Inducement of Substantial Population Growth	LS	LS	—	—	—
Displacement of Housing and/or People	LS	LS	—	—	—
<b>4.12 Public Services</b>					
Police Protection	PS	LS	—	—	—
Fire Protection	LS	LS	—	—	—
Public Schools	PS	LS	—	—	—
<b>4.13 Recreation</b>					
Impacts to Existing Recreational Facilities	LS	LS	▲	—	▲
Adverse Effects from Recreational Facilities	PS	LS	▼	▼	▼
<b>4.14 Traffic</b>					
Increases in Traffic, Exceedance of LOS Standards, and Increases in Vehicle Trips, Roadway Volume and Miles Traveled	PS	SU	—	▼	▼
Increases in Hazards	LS	LS	▼	—	—
Emergency Access	PS	LS	—	—	—
Parking Capacity	LS	LS	—	—	—
Alternative Transportation	LS	LS	—	—	▲
<b>4.15 Utilities</b>					
Water Supply and Infrastructure	PS	LS	▲	—	—
Wastewater Treatment Requirements, Infrastructure, and Capacity	PS	LS	—	—	—
Stormwater Facilities	PS	LS	▲	▲	—
Natural Gas, Electricity, and Telecommunications Facilities	LS	LS	—	—	—
Solid Waste Disposal	LS	LS	—	—	—

▲ Alternative is likely to result in greater impacts to issue when compared to DVSP Update

— Alternative is likely to result in a similar impacts to issue when compared to DVSP Update

▼ Alternative is likely to result in less impacts to issue when compared to DVSP Update

PS = Potentially significant impact; LS = Less than significant impact; SU = Potentially significant and unavoidable impact

**Table 6-2. Ability of Alternatives to Meet DVSP Update Goals**

DVSP Update Goals	Ability of Alternatives to Meet DVSP Update Goals		
	No Project	Reduced Project	Expanded Street Configuration
Objective 1: Develop four distinct planning areas	No	Partial	Yes
Objective 2: Identify design and development guidelines for each of the four planning areas and the entire SPA	No	Yes	Yes
Objective 3: Provide new mixed use commercial and residential development opportunities	Partial	Partial	Yes
Objective 4: Identify landscape design guidelines	Yes	Yes	Yes
Objective 5: Improve traffic circulation within the SPA	No	Partial	Yes
Objective 6: Provide water, sewer and storm drain infrastructure improvements	No	Partial	Yes
Objective 7: Preserve the historic downtown area of Vista	No	Yes	Yes
Objective 8: Increase the use of alternative transportation	No	Partial	Partial
Objective 9: Provide residential housing for a variety of income levels and housing needs	Partial	Yes	Yes
Objective 10: Increase public safety by clearly delineating pedestrian circulation	No	Yes	Partial
Objective 11: Promote sustainable development principles	No	Yes	Yes
Objective 12: Create an 18-hour activity area at the core of the SPA	No	No	Yes

the same due to the offsets from transit-oriented development. Overall, fewer construction and operational criteria air pollutant emissions would be expected as compared to the DVSP Update. However, impacts would still be anticipated to be significant under this alternative and require mitigation measures similar to those proposed in Section 4.2, Air Quality. The No Project Alternative would accommodate residential and commercial development with the potential to expose sensitive receptors to TACs from nearby gas stations or dry cleaners; however, the mitigation proposed for the DVSP Update would also reduce impacts associated with this alternative to below a significant level.

### Biological Resources

Similar to implementation of the DVSP Update, future development under the No Project Alternative would have the potential to directly impact sensitive Diego coastal sage scrub and exotic riparian woodland habitats located within the plan boundary and the sensitive species supported by these habitats, including migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway, similar to the proposed project. The mitigation identified in Section 4.3, Biological Resources, would also be required to reduce impacts to a less than significant level under the No Project Alternative. Implementation of this alternative would not conflict with adopted plans, policies, and regulations because the project area is not identified for conservation as a BCRA or FPA in the North County MSCP. Additionally, future development would be required to conform to the NCCP Guidelines. Therefore, implementation of the No Project Alternative would not conflict with the North County MHCP or NCCP, similar to the DVSP Update.

## **Climate Change**

The No Project Alternative would support a less intensive build-out of uses in the SPA area compared to the DVSP Update; however, the sustainability guidelines that would be implemented under the DVSP Update would not be implemented under this alternative. These guidelines would reduce GHG emissions associated with implementation of the DVSP Update by 35 percent compared to BAU. Development under the No Project Alternative would be BAU. Therefore, compared to the DVSP Update, the No Project Alternative would result in greater GHG emissions from vehicular sources, energy consumption, water use, solid waste disposal, and construction activities. This alternative would result in a greater impact to climate change as compared to the DVSP Update. Because no measures to reduce GHG emissions below BAU levels would be implemented under the No Project Alternative, this impact would be significant and mitigation would be required.

## **Cultural Resources**

Similar to the DVSP Update, the No Project Alternative would involve demolition/remodeling of potentially significant historical resources in the SPA and would also have the potential to impact significant archaeological resources in currently undeveloped areas during ground disturbing construction activities. Therefore, implementation of the No Project Alternative would result in a similar potentially significant impact as is identified for the DVSP Update and the mitigation measures identified in Section 4.5, Cultural Resources, would be required to reduce impacts to below a significant level. The discovery of human remains would comply with applicable State law and, therefore, be less than significant, similar to the DVSP Update. Similar to the DVSP Update, impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

## **Geology and Soils**

The No Project Alternative would result in similar less than significant impacts as the DVSP Update for geologic hazards, unstable soils, and expansive soils because compliance with IBC and CBC standards and implementation of site-specific geotechnical investigation recommendations required under the Grading and Erosion Control Ordinance would ensure that impacts associated with landslides, unstable soils, expansive soil, would be less than significant. Implementation of BMPs required by the City's Stormwater Standards Manual would ensure that impacts associated with soil erosion are less than significant, similar to the DVSP Update.

## **Hazards/Hazardous Materials**

Similar to the DVSP Update, the No Project Alternative would result in potentially significant impacts with regard to: 1) hazards to the public, environment, and nearby schools through the routine use, transport, and disposal of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours. Similar to the proposed project, these impacts would be reduced to less than significant levels via compliance with applicable regulations; and submission of building plans to the VFD for review and approval. Also similar to the DVSP Update, the No Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that used or generated hazardous materials or wastes. The mitigation measures proposed in Section 4.7, Hazards and Hazardous Materials, would be required to reduce impacts associated with this alternative to a less than significant level.

## **Hydrology and Water Quality**

Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance, including preparation of an erosion control plan and implementation of minimum BMP requirements, would ensure that construction required for future development under SP #26 would not result in a significant impact to individual project site hydrology, similar to the DVSP Update. However, impacts associated with

flooding would be increased under the No Project Alternative because the drainage improvements proposed in the DVSP Update, including the new Santa Fe Avenue drainage basin along Tributary 1, would not be implemented. Existing condition peak flows would continue to exceed existing drainage channel capacity at the confluence of Buena Vista Creek and Tributary 1, resulting in flooding. The downtown area would remain within the 100-year flood area under this alternative. Impacts would be significant and mitigation would be required. The No Project Alternative would result in reduced development of land uses as compared to the DVSP Update; however, some new development would occur and water quality impacts from sediment-laden runoff during construction and operational pollutants post-construction would be similar to the DVSP Update. Implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the SUSMP through the Stormwater Ordinance, the City's Grading Ordinance, and required NPDES permits would reduce water quality impacts of the No Project Alternative to a less than significant level, similar to the DVSP Update.

### Land Use and Planning

Similar to the DVSP Update, the No Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. Additionally, similar to the DVSP Update, the No Project Alternative would be consistent with all applicable adopted land use plans, policies and regulations except Goal 1, Policy 1.2, and Policy 1.7 of the General Plan Circulation Element and Criterion E of the Community Facilities Element because several intersections currently operate at a LOS E or LOS F, or would operate at a LOS E or LOS F in 2030 without implementation of the DVSP Update. As shown in Table 4.14-6, Peak Hour Intersection LOS Results - Existing Conditions, the S. Santa Fe Avenue/Orange Street intersection currently operates at LOS E during AM peak hour and LOS F during the PM peak hour, and the Pala Vista Drive/S. Santa Fe Avenue intersection operates at LOS E during the PM peak hour. As shown in Table 4.14-10, 2030 SPA Peak Hour Intersection LOS and Delays - With and Without Project, the following intersections would operate at an unacceptable LOS without implementation of the DVSP Update:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

Therefore, the No Project Alternative would result in a significant impact related to consistency with the General Plan, similar to the proposed project. Mitigation measures similar to those proposed in Section 4.14, Traffic, would be required.

### Noise

Similar to the DVSP Update, the No Project Alternative would result in permanent increases in ambient noise levels from operation of new development and redevelopment including parking lot noise, truck deliveries, and HVAC systems associated with new commercial development, and nuisance noise from new residential development. Temporary noise impacts and groundborne vibration impacts from construction of the approved projects under this alternative would be similar to the DVSP Update because land uses accommodated under the No Project Alternative would be similar to the DVSP Update and would require similar construction activities. Similar to the DVSP Update, impacts would be potentially significant and the mitigation measures proposed in Section 4.10, Noise, would be required to reduce them to a less than significant level. Less than significant impacts to traffic noise would be reduced under this alternative because vehicle trips associated with this alternative would be reduced as compared to the

DVSP Update. Similar to the DVSP Update, the No Project Alternative would not expose people to aircraft noise.

### **Population and Housing**

Similar to the DVSP Update, the No Project Alternative would directly and indirectly induce population growth; however, this growth is consistent with forecasted growth for the City. Additionally, similar to the DVSP Update, the No Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

### **Public Services**

Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, similar to the DVSP Update, future development under the No Project Alternative would result in an increase in demand for police and school services that would have the potential to exceed the capacity of existing SDCSD or VUSD facilities requiring the construction of new facilities or substantial alterations to existing facilities, the effects of which could have significant environmental impacts. Similar to the DVSP Update, implementation of the mitigation measures proposed in Section 4.12, Public Services, would be required to reduce impacts under this alternative to a less than significant level. The VFD would have adequate facilities to serve future development in the SPA under No Project Alternative, similar to the DVSP Update. These impacts would be less than significant.

### **Recreation**

The No Project Alternative would not result in the removal of existing recreational activities; however, the new recreational opportunities proposed under the DVSP Update would not be constructed under this alternative. The design and development guidelines of the DVSP Update would provide new recreational development concurrently with new development/redevelopment and aid the City in maintaining its goal of 4.49 acres of parkland for every 1,000 residents. The No Project Alternative would not implement such requirements, but would accommodate new growth in the SPA consistent with existing plans. Therefore, future growth under the No Project Alternative would result in increased demand on existing recreational facilities and would result in a greater impact associated with the deterioration of these facilities because this alternative would not implement design and development guidelines to aid the City in meeting its parkland goal. Impacts to existing recreational facilities under this alternative would be greater than the proposed project and potentially significant. However, because the No Project Alternative would not require new recreational facilities to be provided in the SPA, it would result in fewer environmental impacts associated with the construction or expansion of recreational facilities in the SPA as compared to the DVSP Update. These impacts would be less than significant.

### **Traffic**

The No Project Alternative would accommodate less intensive growth in the downtown area as compared to the DVSP Update; therefore, increases in traffic would be somewhat reduced under this alternative. However, DVSP Update proposed roadway and intersection improvements would not be implemented under this alternative, resulting in a greater traffic impact as compared to the proposed project. As shown in Table 4.14-10, 2030 SPA Peak Hour Intersection LOS and Delays - With and Without Project, the following intersections would operate at an unacceptable LOS without implementation of the DVSP Update:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)

- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

Impacts would be anticipated to be significant and require mitigation, similar to the proposed project. Less than significant impacts associated with potential hazards from traffic queuing at driveways would be reduced under this alternative because traffic would be reduced in the SPA as compared to the DVSP Update. Similar to the DVSP Update, impacts associated with emergency access would be mitigated to a less than significant impact with mitigation measure *Haz-3*. Additionally, less than significant parking supply impacts would be similar under this alternative as compared to the DVSP Update, because future development under the No Project Alternative would be required to comply with existing parking regulations. The No Project Alternative would not implement the design and development guidelines that promote transit-oriented development and pedestrian use, but would not be anticipated to conflict with the existing alternative transportation services provided in the SPA because future development under this alternative would be required to be compatible with existing land uses under SP #26. Therefore, similar to the DVSP Update, conflicts with alternative transportation would be less than significant.

### Utilities

Similar to the DVSP Update, the No Project Alternative would not result in a significant impact associated with an increase in the demand for wastewater treatment or energy because adequate wastewater treatment and energy facilities are in place to serve development under the No Project Alternative. However, the No Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain. As stated above under Hydrology and Water Quality, the capacity of Buena Vista Creek at the confluence with Tributary 1 of approximately 1,000 cfs would continue to be exceeded under the No Project Alternative. Therefore, stormwater facilities would be inadequate under this alternative and would result in a significant impact. As discussed in Section 4.15.5.1, Issue 1 – Water Supply and Infrastructure, the Water Supply Technical Study (Appendix K) determined that ultimate build-out of the existing land uses proposed for SPA would result in a greater demand for water as compared to ultimate build-out of the land uses proposed under the DVSP Update. This is attributed, in part, to a greater number of residential units allowed under the ultimate build-out of the existing General Plan and SP #26 (1,723 units) as compared to the number of units allowed under the build-out of the DVSP Update (1,680 units). Therefore, the No Project Alternative would result in a greater demand on water supply than the DVSP Update. Similar to the DVSP Update, development under No Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or compliance with AB 939.

### 6.3.1.2 Ability to Accomplish Project Objectives

Under the No Project Alternative, the existing SP #26 would remain the applicable planning document for the area within its boundary, and the existing City General Plan would remain the applicable planning document for the areas of the proposed boundary expansion outside of the existing SP #26 boundary. The No Project Alternative would accomplish only one of the twelve objectives identified for the DVSP Update. This alternative would meet Objective 4 because landscape design guidelines exist for the SPA. The No Project Alternative would partially meet two other objectives. This alternative would partially meet Objective 3 because it would accommodate new commercial and residential development opportunities, but not to the extent of the DVSP Update. This alternative would partially meet Objective 9 because it would accommodate multi-family residential and mixed-use residential development, but would not accommodate live/work units or senior housing development. The No Project Alternative would not meet Objective 1 because it would not develop four distinct planning areas; Objective 2 because it would not identify design and development guidelines for four distinct planning areas;

Objective 5 because it would not implement the proposed circulation improvements; Objective 6 because it would not implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would not create a Character Overlay Zone to preserve the historic downtown area; Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors; Objective 8 because it would not implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation; Objective 11 because it would not implement the sustainable development principles; or Objective 12 because it would not create an 18-hour activity area at the core of the SPA.

## **6.3.2 REDUCED PROJECT ALTERNATIVE**

The Reduced Project Alternative would implement the proposed DVSP Update; however, the area that the plan would apply to would be reduced to the original SP #26 boundary shown in Figure 1-2. This area includes portions of PA-3, PA-1a, and PA-2. PA-4 and PA-1b would be eliminated under this alternative. The area-wide design and development plan, as well as the planning area specific design and development plans, for the three applicable planning areas (PA-1a, PA-2, and PA-3) would be implemented. In the original SP #26 boundary, the development densities that would be accommodated under the proposed DVSP Update would be accommodated by the Reduced Project Alternative; however, overall development would be reduced because the development accommodated under the DVSP Update outside of the SP #26 boundary would not be implemented under the Reduced Project Alternative. This alternative would reduce the size of the SPA by approximately 35 percent. Based on this reduction, the Reduced Project Alternative would accommodate a total of approximately 1,090 dwelling units and 1,706,155 SF of development, compared to 1,675 dwelling units and 2,624,854 SF of development under the DVSP Update. The existing City General Plan would remain the applicable planning document for the area outside of the original SP #26 boundary.

### **6.3.2.1 Impact Analysis**

#### **Aesthetics**

Similar to the DVSP Update, the Reduced Project Alternative would result in less than significant impacts to scenic vistas and visual character and quality within the original SP #26 area because future development in the reduced SPA would be the same as proposed under the DVSP Update, which would not affect any designated scenic vistas and would enhance the overall visual character and quality of the downtown area. However, the areas outside of the original SP #26 would remain the same and would not be redeveloped. These areas would not be subject to area-wide and planning area specific design and development guidelines, and would not result in improvements to visual character. Therefore, impacts associated with visual character and quality would be increased as compared to the proposed project. Less than significant impacts associated with lighting and glare would be reduced under the Reduced Project Alternative because the total amount of development accommodated by this alternative would be less than the total amount accommodated under the DVSP Update.

#### **Air Quality**

The Reduced Project Alternative would result in similar less than significant impacts as the DVSP Update with regard to consistency with the applicable air quality plan because the Reduced Project Alternative would accommodate reduced growth as compared to the DVSP Update and would be consistent with or below SANDAG population forecasts utilized in the air quality plan. Additionally, similar to the DVSP Update, the land uses accommodated under the Reduced Project Alternative do not typically result in the production of objectionable odors. Therefore, similar to the DVSP Update, the Reduced Project Alternative would result in less than significant impacts to these issues.

Similar to the proposed DVSP Update, the Reduced Project Alternative would accommodate mixed-use development with the potential to expose sensitive receptors to TACs from nearby gas stations and dry cleaners; however, mitigation would reduce impacts to below a significant level. Compared to the DVSP Update, the Reduced Project Alternative would result in reduced impacts in terms of consistency with air quality standards because build-out of the proposed SPA under this alternative would be reduced by approximately 35 percent in comparison to the DVSP Update. As a result, construction, operational, and vehicular emissions would be reduced; however, development would still be likely to exceed the thresholds for significance, and mitigation measures similar to those proposed in Section 4.2, Air Quality, would be required.

### **Biological Resources**

The Reduced Project Alternative would have a reduced impact to Diegan coastal sage scrub, and the sensitive species supported by this habitat, compared to the DVSP Update because the SPA under the Reduced Project Alternative would not include the Diegan coastal sage scrub on the edge of PA-1b. However, this alternative would have the potential to impact the exotic riparian woodland habitat located in PA-2, including the migratory species potentially supported by this habitat. Similar to the DVSP Update, the mitigation required in Section 4.3, Biological Resources, would be required to mitigate the potential impact to this habitat and associated migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway; however, impacts would be reduced under this alternative because a large above-ground portion of Tributary 1 would not be located in the reduced SPA area. Although impacts would be reduced, this alternative would still have the potential to result in a significant impact to jurisdictional waterways and would require implementation of a mitigation measure similar to the one proposed in Section 4.3, Biological Resources. Also similar to the DVSP Update, implementation of this alternative would not conflict with adopted plans, policies, and regulations because the reduced SPA is not identified for conservation as a BCRA or FPA in the North County MSCP. Additionally, future development would be required to conform to the NCCP Guidelines. Therefore, implementation of the Reduced Project Alternative would not conflict with the North County MHCP or NCCP, similar to the DVSP Update.

### **Climate Change**

The Reduced Project Alternative is reduced in scope compared to the proposed DVSP Update and would accommodate a smaller total build-out. Additionally, this alternative would implement the sustainability guidelines in the DVSP Update that would reduce GHG emissions compared to BAU. Therefore, GHG emissions from vehicular sources, energy consumption, water use, solid waste, and GHG emissions during construction and operation would be reduced under this alternative as compared to the DVSP Update. Similar to the DVSP Update, impacts would be less than significant.

### **Cultural Resources**

Development under the Reduced Project Alternative would have the potential to involve the demolition and/or remodeling of potentially significant historical buildings in the SPA or impact potentially significant archaeological resources or human remains during ground disturbing construction activities. Therefore, similar to the DVSP Update, the mitigation measures proposed in Section 4.5, Cultural Resources, would be required to reduce impacts, although not to below a significant level. The discovery of human remains would comply with applicable State law and be less than significant, similar to the DVSP Update. Similar to the DVSP Update, impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

## **Geology and Soils**

Similar to the proposed project, the Reduced Project Alternative would result in less than significant impacts for geologic hazards, unstable soils, and expansive soils because future development would be required to comply with IBC and CBC standards and implement site-specific geotechnical investigation recommendations. Additionally, implementation of required BMPs would ensure that impacts associated with soil erosion would be less than significant, similar to the DVSP Update.

## **Hazards/Hazardous Materials**

Similar to the DVSP Update, compliance with applicable regulations and submission of building plans to the VFD for review and approval would reduce to a less than significant level impacts associated with: 1) hazards to the public, environment, and nearby schools through the routine use, transport, disposal, or the accidental release of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours. Also similar to the DVSP Update, future development under the Reduced Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that utilized or generated hazardous materials or wastes. The mitigation measures proposed in Section 4.7, Hazards and Hazardous Materials, would be required to reduce impacts to a less than significant level.

## **Hydrology and Water Quality**

Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance, including preparation of an erosion control plan and implementation of minimum BMP requirements, would ensure that construction required for future development projects under SP #26 would not result in a significant impact to individual site hydrology, similar to the DVSP Update. Impacts associated with flooding post-construction would be increased under the Reduced Project Alternative because the drainage improvements within the reduced SPA boundary would not include the new Santa Fe drainage basin along Tributary 1 at the corner of Santa Fe Avenue and Monte Vista Drive. The existing peak flow for the 100-year storm event at the confluence of Buena Vista Creek and Tributary 1 exceeds the available capacity of the drainage channel, resulting in flooding. Without the improvements proposed under the DVSP Update, flows would not be reduced below the available cfs capacity of the drainage channel and SPA would continue to be located within the 100-year floodplain. A significant impact would occur. Potentially significant water quality impacts during construction activities and post-construction would be similar to the DVSP Update because this alternative would accommodate the development of similar types of uses that have the potential to generate pollutants and would require similar construction activities. Similar to the DVSP Update, implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the SUSMP through the Stormwater Ordinance, the City's Grading Ordinance, and required NPDES permits would reduce water quality impacts of the Reduced Project Alternative to a less than significant level.

## **Land Use and Planning**

Similar to the DVSP Update, the Reduced Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. The Reduced Project Alternative would result in reduced conflict associated with the Circulation Element and Community Facilities Element due to reduced traffic impacts as compared to the DVSP Update; however, similar to the DVSP Update, impacts associated with traffic would remain potentially significant and unavoidable. Therefore, similar to the DVSP Update, the Reduced Project Alternative would result in a significant and unmitigable impact related to conflicts with the City's General Plan.

## Noise

Similar to the DVSP Update, the Reduced Project Alternative would result in permanent increases in ambient noise levels from operation of new development, including parking lot noise, truck deliveries, and HVAC systems associated with new commercial development, and nuisance noise from new residential development, because land uses proposed under this alternative are similar those proposed under the DVSP Update. Temporary noise impacts and groundborne vibration impacts from construction of the approved projects under this alternative would be similar to the DVSP Update because land uses accommodated under the Reduced Project Alternative would be similar to the DVSP Update and would require similar construction activities. Similar to the DVSP Update, impacts would be potentially significant and the mitigation measures proposed in Section 4.10, Noise, would be required to reduce impacts to a less than significant level. Less than significant impacts to traffic noise would also be reduced under this alternative because vehicle trips associated with this alternative would be reduced as compared to the DVSP Update. Similar to the DVSP Update, the Reduced Project Alternative would not expose people to aircraft noise.

## Population and Housing

Similar to the DVSP Update, the Reduced Project Alternative would be consistent with forecasted growth for the City. Additionally, similar to the DVSP Update, the Reduced Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Therefore, similar to the DVSP Update, impacts would be less than significant.

## Public Services

Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, similar to the DVSP Update, future development under the Reduced Project Alternative would result in an increase in demand for police and school services that would exceed the capacity of existing police and school facilities requiring new facilities or substantial alterations to existing facilities, the construction of which could result in significant environmental effects. Implementation of the mitigation measures proposed in Section 4.12, Public Services, would be required to reduce impacts to a less than significant level. The VFD would have adequate facilities to serve future development under Reduced Project Alternative because the VFD has adequate facilities to serve the DVSP Update, and development under the Reduced Project Alternative would be reduced as compared to the Reduced Project Alternative. Impacts would be less than significant.

## Recreation

The Reduced Project Alternative would not result in the removal of existing recreational activities. Additionally, the design and development guidelines proposed in the DVSP Update that encourage recreational facilities throughout the SPA concurrent with development would also be implemented under this alternative. Therefore, this alternative would result in the development of some new recreational facilities in the reduced SPA which would aid the City in meeting its parkland goal. The Reduced Project Alternative would result in a similar less than significant impact associated with deterioration of existing recreational facilities as the DVSP Update. Less than significant impacts associated with construction or expansion of recreational facilities would be reduced under this alternative because fewer facilities would be developed under the Reduced Project Alternative, as compared to the DVSP Update, since overall the development area would be reduced by 35 percent.

## Traffic

Impacts to roadway and intersection LOS within the Reduced Project Alternative boundary would be reduced as compared to the DVSP Update because the reduced SPA would not include traffic from

development in PA-4 or PA-1b. Therefore, increases in traffic on roadways within the reduced SPA boundary would be reduced as compared to the proposed project. However, traffic impacts would still be anticipated to be significant and unavoidable, even with implementation of the mitigation measures proposed in Section 4.14, Traffic, similar to the DVSP Update. The Reduced Project Alternative would also mitigate impacts associated with traffic hazard from vehicles queuing at driveways with implementation of mitigation measure *Haz-3*, similar to the proposed project. Additionally, parking supply impacts would be similar under this alternative, as compared to the DVSP Update, because future development would be required to comply with parking requirements established in the DVSP Update. The Reduced Project Alternative would encourage walkability within the alternative boundary and would encourage utilization of the Vista Transit Center through implementation of the design and development guidelines. This alternative would not improve walkability between the planning area and the Sprinter station at Escondido Avenue. However, this alternative would not result in a conflict with existing alternative transportation services. Therefore, impacts to alternative transportation under this alternative would be less than significant, similar to the DVSP Update.

### Utilities

The Reduced Project Alternative would not result in a significant increase in demand for wastewater treatment or energy that would require the construction or expansion of new facilities because development under this alternative would accommodate reduced development as compared to the DVSP Update and adequate wastewater treatment facilities and energy infrastructure are in place to serve larger DVSP Update. However, the Reduced Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain and improve drainage conditions so the drainage channel capacity is no longer exceeded. Therefore, stormwater facilities would be inadequate to serve the development proposed under this alternative and a significant impact would occur. As discussed in Section 4.15.5.1, Issue 1 – Water Supply and Infrastructure, the WSTS (Appendix K) determined that adequate water supplies would be available for the ultimate build-out of the land uses proposed in the DVSP Update. The Reduced Project Alternative proposes similar land uses in a reduced SPA; therefore, impacts would be less than significant, similar to the DVSP Update. Finally, similar to the DVSP Update, development under the Reduced Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or a conflict with AB 939.

### 6.3.2.2 Ability to Accomplish Project Objectives

The Reduced Project Alternative would meet six of the 12 objectives identified for the DVSP Update, and would partially fulfill five other objectives. This alternative would not fulfill Objective 12 because it would not create an 18-hour activity area at the core of the SPA. The 18-hour activity area is proposed in PA-4, which is not included in the reduced SPA boundary. Specifically, the activity area would concentrate amenities in close proximity to the Escondido Avenue Sprinter station, an area which is not included in the Reduced Project Alternative boundary. This alternative would meet Objective 4 because it would implement the proposed landscape design guidelines in the reduced SPA. It would fulfill Objective 2 because it would identify design and development guidelines for the reduced SPA. This alternative would fulfill Objective 7 because it would create a Character Overlay Zone in the historic downtown area. The Reduced Project Alternative would fulfill Objective 9 because it would accommodate a variety of housing types, including mixed-use residential and live/work units. The Reduced Project Alternative would fulfill Objective 10 because it would implement the proposed design and development guidelines to increase public safety by clearly delineating pedestrian circulation, and would fulfill Objective 11 because it would implement the proposed sustainable development principles. The Reduced Project Alternative would partially meet Objective 1 because it would develop three, but not four, distinct planning areas. It would partially fulfill Objective 3 because it would accommodate new

commercial and residential development opportunities, but not to the extent of the DVSP Update. The Reduced Project Alternative would partially fulfill Objectives 5 and 6 because it would implement some of the proposed circulation and infrastructure improvements identified for the DVSP Update, but only those proposed within the Reduced Project Alternative boundary. Objective 8 would be partially fulfilled because this alternative would improve pedestrian, bicycle and transit facilities and corridors surrounding the Vista Transit Center, but would not provide improved connectivity to the Escondido Avenue Sprinter Station.

### **6.3.3 EXPANDED STREET CONFIGURATION ALTERNATIVE**

Under this alternative, S. Santa Fe Avenue would not be narrowed to two lanes through PA-3. S. Santa Fe Avenue would be four lanes throughout the planning area and would include a median. Additionally, Olive Avenue would be extended across the NCTD railroad tracks to connect to W. Orange Street. The connection of Olive Avenue to Vista Village Way would be removed and Olive Avenue would end at a dead-end at Vista Village Way. This would encourage traffic to utilize Melrose Drive to connect to the neighborhoods northeast of the SPA, instead of S. Santa Fe Avenue. The proposed DVSP Update would be implemented under this alternative, including the SPA boundary expansion, all design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements, with the exception of narrowing S. Santa Fe Avenue to two lanes through PA-3. Under the DVSP Update, S. Santa Fe Avenue would be narrowed to incorporate pedestrian circulation improvements to encourage walkability in PA-3. Under the Expanded Street Configuration Alternative, S. Santa Fe Avenue would be a major thoroughfare through the SPA.

Because the DVSP Update design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements would all be implemented under this alternative, with the only exception of narrowing S. Santa Fe Avenue to two lanes, most impacts under this alternative would be the same as those identified for the DVSP Update. Therefore, this analysis focuses only on the impacts that would be reduced under this alternative, which are the impacts related to traffic/circulation on S. Santa Fe Avenue. Impacts that would be the same under this alternative as those identified for the DVSP Update include aesthetics, air quality, biological resources, climate change, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, and utilities.

#### **6.3.3.1 Impact Analysis**

##### **Land Use and Planning**

Similar to the DVSP Update, the Expanded Street Configuration Alternative would not result in a conflict with neighboring land uses or the physical division of an established community because the same types of activities and uses would occur in the downtown area under both scenarios. Additionally, the Expanded Street Configuration Alternative would result in fewer impacts related to consistency with adopted land use plans, policies, and regulations because the Expanded Street Configuration Alternative would result in fewer traffic impacts that would conflict with General Plan policies, as compared to the DVSP Update. However, the Expanded Street Configuration Alternative would result still result in a significant traffic impact, similar to the DVSP Update. Impacts would be significant.

##### **Recreation**

The Expanded Street Configuration Alternative would not result in the removal of existing recreational activities. However, while most of the recreational facilities proposed in the DVSP Update would be constructed under this alternative, the Expanded Street Alternative would not encourage the mid-block

pedestrian areas that would be encouraged under the DVSP Update because S. Santa Fe Avenue would remain a major thoroughfare and enhanced pedestrian paths to create pedestrian activity areas would not be implemented. Therefore, this alternative would not aid the City in meeting its parkland goals to the extent of the DVSP Update. The Expanded Street Configuration Alternative would result in fewer impacts associated with construction or expansion of recreational facilities because fewer facilities would be developed under this alternative in PA-3, compared to the DVSP Update.

### Traffic

The Expanded Street Configuration Alternative would accommodate the same amount of growth in the downtown area compared the DVSP Update; therefore, increases in traffic would be the same under this alternative. However, the street configuration would be modified under this alternative. Table 6-3 compares impacts to intersections at build-out under this alternative to intersection impacts associated with the DVSP Update (Year 2030). As shown in this table, the Expanded Street Alternative would result in a significant impact to the following intersections:

- Melrose Drive/Olive Avenue (LOS E in AM Peak Hour, LOS F in PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS F, PM Peak Hour)
- Santa Fe Avenue/Guajome Avenue (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, AM and PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Way (LOS F, PM Peak Hour)

The DVSP Update would also result in a significant impact to these intersections. The significant impact to each intersection would be reduced under the Expanded Street Configuration Alternative, as compared to the DVSP Update, with the exception of the Melrose Drive/Olive Avenue intersection. Additionally, the Expanded Street Configuration Alternative would not result in a significant impact to the Santa Fe Avenue/Main Street intersection or the Escondido Avenue/Postal Way intersection. The DVSP Update would significantly impact both of these intersections. Therefore, impacts associated with increases in traffic volumes would be reduced under this alternative. However, mitigation measures *Tra-1*, *Tra-3* through *Tra-5*, *Tra-7*, and *Tra-8* in Section 4.14 would still be required to reduce impacts under this alternative. Table 6-4 shows the impacts of the Expanded Street Configuration Alternative with mitigation. As shown in this table, all impacts to these intersections would be reduced to below a level of significance with mitigation under the Expanded Street Configuration Alternative.

Similar to the DVSP Update, this alternative would reduce impacts associated with emergency access to a less than significant level with implementation of mitigation measure *Haz-3*. Additionally, parking supply impacts under this alternative would be similar to the DVSP Update because future development under this alternative would be required to comply with the parking requirements proposed in the DVSP Update. Impacts associated with alternative transportation would be slightly greater under this alternative because improvements to pedestrian facilities along S. Santa Fe Avenue in PA-3 would be fewer under the Expanded Street Configuration Alternative.

**Table 6-3. 2030 Roadway Segment LOS - Without Project, DVSP Update, and Expanded Street Configuration Alternative**

Intersection	Without DVSP Update Implementation		Proposed DVSP Update		Expanded Street Configuration Alternative	
	AM Delay-LOS	PM Delay-LOS	AM Delay-LOS	PM Delay-LOS	AM Delay-LOS	PM Delay-LOS
Melrose Drive / Olive Avenue	43.3 - D	55.3 - E	51.3 - D	67.2 - E	71.0 - E	96.3 - F
Valencia Drive / Vista Way	13.8 - B	10.9 - B	12.9 - B	9.7 - A	12.6 - B	10.4 - B
Santa Fe Avenue / Townsite Drive	26.0 - C	27.3 - C	26.9 - C	28.7 - C	28.1 - C	33.1 - C
Santa Fe Avenue / Orange Street	2.4 - A	2.1 - A	2.3 - A	2.4 - A	7.6 - A	6.9 - A
Santa Fe Avenue / Vista Village Drive	34.0 - C	35.2 - D	44.0 - D	50.3 - D	36.6 - D	39.9 - D
Olive Avenue / Vista Village Drive	11.3 - B	11.5 - B	15.0 - B	15.0 - B	11.8 - B	12.3 - B
Rec Drive / Vista Village Drive	19.7 - B	28.4 - C	19.1 - B	29.3 - C	20.3 - C	25.0 - C
Vista Village Drive / Vista Way	15.0 - B	19.3 - B	20.1 - C	33.8 - C	19.0 - B	32.5 - C
Vista Village Drive / Lado De Loma Drive	9.5 - A	17.6 - B	7.4 - A	13.4 - B	7.9 - A	13.7 - B
Vista Village Drive / SR-78 WB Ramps	23.1 - C	24.6 - C	24.6 - C	33.2 - C	25.0 - C	32.1 - C
Vista Village Drive / SR-78 EB Ramps	16.6 - B	26.4 - C	18.5 - B	29.1 - C	18.0 - B	29.9 - C
Vista Village Drive / Hacienda Drive	34.6 - C	25.9 - C	33.6 - C	24.0 - C	33.4 - C	25.8 - C
Santa Fe Avenue / Main Street	11.1 - B	21.5 - C	86.0 - F	85.1 - F	15.3 - B	32.1 - C
Santa Fe Avenue / E. Broadway <sup>(1)</sup>	16.1 - C	48.4 - E	88.7 - F	>999.9 - F	19.4 - C	151.6 - F
Santa Fe Avenue / Guajome Street	23.0 - C	34.6 - C	166.4 - F	290.9 - F	29.7 - C	58.6 - E
Pala Vista Drive / Santa Fe Avenue <sup>(1)</sup>	27.7 - D	102.1 - F	87.8 - F	>999.9 - F	55.6 - F	545.1 - F
Escondido Avenue / Santa Fe Avenue	28.7 - C	114.9 - F	42.1 - D	165.9 - F	40.1 - D	142.2 - F
Postal Way / Santa Fe Avenue	16.7 - B	18.8 - B	17.1 - B	17.7 - B	16.1 - B	21.2 - C
Santa Fe Avenue / Monte Vista Drive	16.4 - B	21.4 - C	16.2 - B	25.7 - C	20.2 - C	29.4 - C
Citrus Avenue / Vista Village Drive	14.1 - B	16.1 - B	15.0 - B	17.7 - B	10.0 - A	12.2 - B
Main Street / Vista Village Drive	16.0 - B	11.7 - B	20.0 - C	15.8 - B	16.0 - B	14.3 - B
Escondido Avenue / Vista Way	27.1 - C	27.2 - C	22.4 - C	43.7 - D	22.6 - C	40.4 - D
Vista Way / Townsite Drive	11.1 - B	22.8 - C	11.1 - B	22.1 - C	11.1 - B	23.1 - C
Vale Terrace / Vista Way	58.1 - E	46.7 - D	73.7 - E	56.6 - E	74.2 - E	52.1 - D
Escondido Avenue / Alta Vista Drive	12.6 - B	15.4 - B	8.3 - A	11.6 - B	8.8 - A	9.4 - A
Escondido Avenue / Eucalyptus Drive	13.9 - B	84.6 - F	26.9 - C	155.0 - F	23.5 - C	138.7 - F
Escondido Avenue / Crescent Drive	9.2 - A	16.5 - B	9.9 - A	20.6 - C	9.4 - A	19.2 - B
Escondido Avenue / Postal Way	16.9 - B	21.6 - C	16.8 - B	68.0 - E	16.9 - B	50.2 - D
Escondido Avenue / Pala Vista Drive	9.1 - A	20.7 - C	9.3 - A	19.3 - B	9.6 - A	18.6 - B
Escondido Avenue / SR-78 WB Ramps	14.2 - B	38.7 - D	13.7 - B	32.5 - C	14.3 - B	35.9 - D
Escondido Avenue / SR-78 EB Ramps	11.8 - B	20.2 - C	28.5 - C	17.8 - B	31.1 - C	20.0 - C
Escondido Avenue / Crest View Road	14.8 - B	13.8 - B	14.5 - B	13.3 - B	14.4 - B	13.5 - B

<sup>(1)</sup> Unsignalized intersection - Delay shown is worst approach delay

Source: RBF Consulting, 2009

**Table 6-4. Intersection Delay and LOS with and Without DVSP Update Mitigation**

Intersection	Expanded Street Configuration Alternative without Mitigation		Expanded Street Configuration Alternative with Mitigation	
	AM Delay-LOS	PM Delay-LOS	AM Delay-LOS	PM Delay-LOS
Melrose Drive / Olive Avenue	71.0 - E	96.3 - F	47.2 - D	45.4 - D
Santa Fe Avenue / E. Broadway <sup>(1)</sup>	19.4 - C	151.6 - F	11.5 - B	20.4 - C
Santa Fe Avenue / Guajome Street	29.7 - C	58.6 - E	22.6 - C	31.9 - C
Pala Vista Drive / Santa Fe Avenue <sup>(1)</sup>	55.6 - F	545.1 - F	12.5 - B	10.9 - B
Escondido Avenue / Santa Fe Avenue	40.1 - D	142.2 - F	26.8 - C	46.8 - D
Vale Terrace / Vista Way	74.2 - E	52.1 - D	34.0 - C	46.8 - D
Escondido Avenue / Eucalyptus Drive	23.5 - C	138.7 - F	20.9 - C	44.1 - D

<sup>(1)</sup> Unsignalized intersection - Delay shown is worst approach delay  
Source: RBF Consulting, 2009

### 6.3.3.2 Ability to Accomplish Project Goals

The Expanded Street Configuration Alternative would fully meet 10 of the 12 objectives identified for the DVSP Update and partially fulfill the other two objectives. This alternative would fulfill Objective 1 because it would develop four distinct planning areas; Objective 2 because it would identify design and development guidelines for four distinct planning areas; Objective 3 because it would accommodate the same new commercial and residential development opportunities as the DVSP Update; Objective 4 because it would implement the landscape design guidelines for the SPA; Objective 5 because it would improve traffic circulation; Objective 6 because it would implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would create a Character Overlay Zone to preserve the historic downtown area; Objective 9 because it would accommodate a variety of housing types; Objective 11 because it would implement the sustainable development principles; and Objective 12 because it would create an 18-hour activity area at the core of the SPA. This alternative would partially fulfill Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors in PA-3 to the extent provided under the DVSP Update; and partially fulfill Objective 10 because it would implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation in most of the SPA, but pedestrian circulation would not be greatly improved along S. Santa Fe Avenue in PA-3.

## 6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

According to Section 15126.6(e)(2) of the State CEQA Guidelines, an EIR is required to identify the environmentally superior alternative, which is the alternative having the potential for the fewest significant environmental impacts, from among the range of reasonable alternatives that are evaluated in the EIR. Table 6-1 provides a summary comparison of the alternatives evaluated in this PEIR with the purpose of highlighting whether the alternative would result in a similar, greater, or lesser impact compared to the DVSP Update. As shown in this table, the Reduced Project Alternative is the environmentally superior alternative. The Reduced Project Alternative would limit the DVSP Update area to the original SP #26 boundary shown in Figure 1-2, which includes only portions of PA-1a, PA-2, and PA-3. Because the overall development in the downtown area would be decreased compared to the

DVSP Update, impacts to nighttime lighting, air quality, biological resources, recreational facilities, and traffic would be less than those identified for the DVSP Update.

The Reduced Project Alternative would achieve the DVSP Update goals to implement landscape design guidelines, identify design and development guidelines, accommodate a variety of housing types, increase public safety by clearly delineating pedestrian circulation, implement the proposed sustainable development principles, and create a Character Overlay Zone. It would only partially fulfill the goals to develop four distinct planning areas, accommodate new commercial and residential development opportunities, improve circulation and infrastructure, and improve pedestrian, bicycle and transit facilities and corridors. This alternative would not fulfill the objective 12 to create an 18-hour activity area at the core of the SPA. Additionally, this alternative would result in a greater impacts associated with alternative transportation as compared to the DVSP Update.

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# CHAPTER 7.0

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## EXHIBIT B

# FINDINGS REGARDING THE ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED DOWNTOWN VISTA SPECIFIC PLAN UPDATE PROJECT

(State Clearinghouse (SCH) No. 2009061018)

### I. INTRODUCTION

Pursuant to the California Environmental Quality Act ("CEQA," Public Resources Code §§ 21000-21178.1) and the State CEQA Guidelines (14 Cal. Code Regs., §§ 15000-15387), the City of Vista ("City") is the lead agency for the Downtown Vista Specific Plan (DVSP) Update Project ("Project"). The City prepared a program environmental impact report ("PEIR") for the Project (SCH No. 2009061018), which analyzed the potentially significant environmental impacts of the Project.

The City hereby certifies and finds that the PEIR for the Project has been completed in compliance with CEQA (CEQA, Public Resources Code §§ 21000-21178.1) and the State CEQA Guidelines (14 Cal. Code Regs., §§ 15000-15387). The City further makes the following Findings, pursuant to State CEQA Guidelines § 15091. The PEIR concluded that the project will have:

- Significant, but mitigable environmental impacts to air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services, recreational resources, traffic, and utilities; and
- Significant and unavoidable environmental impacts associated with air quality, cultural resources, land use, and traffic.

### II. PROJECT DESCRIPTION AND PURPOSE

The specific plan area (SPA) is located in northwestern San Diego County in the City of Vista. The proposed DVSP Update would update and expand the boundaries of the existing Downtown Specific Plan #26 (SP #26). The current SPA is centered on the downtown core and extends outward along two major transportation corridors: Vista Village Drive and S. Santa Fe Avenue. The boundary expansion proposed by the DVSP Update would extend the SPA further to the southeast along S. Santa Fe Avenue to Monte Vista Drive, south along a portion of Escondido Avenue, and northwest along N. Santa Fe Avenue to W. Orange Street. The expanded SPA would cover a total area of approximately 352 gross acres. The SPA varies in elevation from approximately 320 feet AMSL to approximately 440 feet AMSL.

The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area. The DVSP Update would establish a vision for the downtown area as a place where residents and visitors can live, work, shop, and play. The DVSP Update would guide and direct new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and mixed land uses in the SPA over a 20 year planning period. A total of 1,270 new dwelling units and 1,866,737 additional square feet (SF) of development are proposed for the SPA. The DVSP Update proposes design and development plans on an area-wide level and for four designated planning areas.

The objectives of the proposed project are to:

1. Develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities based on community need, existing uses, and location within the SPA. The planning areas will include a gateway mixed use district, civic and entertainment district, mercantile and retail district and larger scale retail district.
2. Identify design and development guidelines for each of the four planning areas and the entire SPA that address the following: permitted uses, prohibited uses, operating standards, fences and walls, landscaping, parking and loading, lighting, signs, standards for specific land uses, lighting and security, building design, architectural design, and circulation and access.
3. Provide new mixed-use commercial and residential development opportunities in the SPA, including up to 1,270 new dwelling units and 1.8 million SF of commercial retail and office uses.
4. Identify landscape design guidelines for the SPA to improve the aesthetic environment of the downtown area and create a cohesive community design plan.
5. Improve traffic circulation within the SPA, including improvements to the following intersections: Olive Avenue and N. Melrose Drive; S. Santa Fe Avenue and E. Broadway; S. Santa Fe Avenue and Pala Vista Drive; S. Santa Fe Avenue and Guajome Street; S. Santa Fe Avenue and Escondido Avenue; Vale Terrace and E. Vista Way; and Escondido Avenue and Eucalyptus Avenue.
6. Provide water, sewer and storm drain infrastructure improvements in the SPA to serve the proposed commercial and residential uses.
7. Preserve the historic downtown area of Vista by creating a Character Overlay Zone and requiring architectural design styles and construction methods and materials that are compatible with the surrounding area.
8. Increase the use of alternative transportation within the SPA by providing improved pedestrian, bicycle and transit facilities and corridors that are easily accessible to the public.
9. Provide residential housing for a variety of income levels and housing needs by offering various housing types including live/work units, single-family dwellings, multiple-family dwellings, and senior housing developments.
10. Increase public safety by clearly delineating pedestrian circulation through landscaping, walkways, and decorative hardscape as well as creating pedestrian pathways between parking areas and businesses.
11. Promote sustainable development principles by encouraging high-density commercial development near the core of the district, connected to residential development with pedestrian corridors.
12. Create an 18-hour activity area at the core of the SPA, featuring a variety of residential development and large anchor retail with increased building heights and building density.

Section 3.0, Area-Wide Design and Development Plan, of the DVSP Update provides land use regulations, design guidance, and proposed public improvements for the entire SPA. The area-wide plan summarizes the allowed land uses and permit requirements for each of the four planning areas in the SPA and sets general site development standards that apply to all uses within the SPA. Typical design guidelines include requirements for high quality development, preservation of historic or culturally significant elements, and avoidance of features that would create pedestrian or vehicular conflicts. Landscape requirements are also included to soften the appearance of building facades and hard surfaces, and provide shade for residents and visitors.

Area-wide public improvements proposed for the SPA consist of infrastructure (water, sewer, and storm drain) and circulation improvements. Proposed water infrastructure improvements include the addition of new water pipelines and upsizing of existing water pipelines. Proposed sewer infrastructure improvements include the addition of new sewer pipelines and upsizing of existing

sewer pipelines. The project proposes a new detention basin (Santa Fe detention basin) which would reduce flooding within the SPA and be located along Tributary 1 of Buena Vista Creek at the southeast corner S. Santa Fe Avenue and Monte Vista Drive. Storm drain improvements are proposed that would include upgrades to storm drain pipeline systems to catch street flow and convey it to the main existing storm drain system on S. Santa Fe Avenue and Mercantile Street (Tributary 1). Additional improvements are proposed for Buena Vista Creek west of the Santa Fe Avenue and south of Broadway, from its confluence with Tributary 1 to Indiana Avenue. A double 8.5-foot by 10-foot box culvert would be constructed to convey flows in this area of the creek. The project also proposes improvements to S. Santa Fe Avenue that would alter the existing vehicle circulation system in the SPA and enhance pedestrian circulation along S. Santa Fe Avenue.

Planning Area 1 (PA-1) includes two areas located at the northernmost (PA-1a) and southernmost (PA-1b) points of the SPA. These areas provide the primary entries into the SPA from the north and south, and would provide mixed-use residential and retail opportunities. PA-1 would also serve as a transition area between existing residential neighborhoods and larger scale future development anticipated in Planning Area 2 (PA-2) and Planning Area 4 (PA-4). A compact mix of land uses incorporating quality design and at human scale to foster connectivity between the planning area and the historic downtown area would be encouraged. A total of 353 new dwelling units and 317,541 additional SF of development are anticipated for this planning area.

PA-2 consists of two portions located on either side of PA-1a. This planning area is envisioned as a Civic and Entertainment district that includes larger scale development for entertainment, commercial services, and municipal uses. The western portion south of Santa Fe Avenue would include uses that build upon the existing Wave water park, Buena Vista Creek Walk, and the Vista Village retail and entertainment center as destinations for the community. Office uses would also be accommodated in the western portion of PA-2, as well as ground floor retail to support office uses above and along Vista Village Drive. The eastern portion of PA-2 would include municipal uses and services, including City Hall, the library, Wildwood Park, and Rancho Buena Vista Adobe. A total of 108 new dwelling units and 371,758 additional SF of development are anticipated for this planning area. The DVSP Update would also include a Character Overlay Zone in PA-2, which would ensure the preservation the City's traditional downtown.

Planning Area 3 (PA-3) is the "spine" of the SPA. It connects the area between PA-1a and PA-2 to the north and PA-4 to the south. Its close proximity to the Sprinter Stations, coupled with its connections to S. Santa Fe Avenue and Mercantile Street, would accommodate pedestrian and automobile access. PA-3 is envisioned to be highly walkable area and would encourage efficient pedestrian movement by incorporating a mix of residential, retail, commercial, and entertainment uses. Its close proximity to each Sprinter Station, pedestrian paths, narrow streets with enhanced landscaping and streetscape elements, and quality site and facade design would contribute a positive visual image along S. Santa Fe and Mercantile. Visions for this planning area include an artistic, creative feel, unique shops, art galleries, ethnic restaurants, and other complementary uses. Allowable housing types include live-work units, and lofts for artisans and local business owners. A total of 189 new dwelling units and 431,943 additional SF of development are anticipated for this planning area.

PA-4 is positioned between PA-3 and PA-1b. This planning area would provide more prominent retail destinations and would attract local and regional visitors. Major upscale retailers with distinctive architectural statements are envisioned within a walkable commercial center, rich in amenities and located close to the Sprinter Station on Escondido Avenue. PA-4 would include varied building heights with intensity increasing in the core of the planning area. Major retailers, restaurants with outdoor dining, and large public spaces would play an integral role in this planning area. In addition, PA-4 would also serve as the southern gateway to the SPA by allowing high-density commercial

development and considerable streetscape/gateway enhancements. A variety of residential development types and commercial uses would be provided to encourage an 18-hour activity area. A total of 189 new dwelling units and 431,943 additional SF of development are anticipated for this planning area.

The DVSP Update Project would require the approval of the following discretionary actions from the City.

- General Plan Amendments by the Vista Planning Commission and City Council
- Zoning Code/Map Amendments by the Vista Planning Commission and City Council

### III. ENVIRONMENTAL REVIEW PROCESS

On June 2, 2009, a Notice of Preparation (NOP) was distributed by the City for the proposed project. The State of California Clearinghouse issued a project number for the PEIR, SCH No. 2009061018. In accordance with State CEQA Guidelines § 15082, the NOP was circulated to the agencies, groups and individuals listed in Appendix A of the PEIR for a period of 30 days, during which time comments were solicited pertaining to environmental issues/topics that the PEIR should evaluate. A copy of the NOP and each NOP comment letter received is provided in Appendix A of the PEIR.

In accordance with State CEQA Guidelines §§ 15087 and 15150, the Draft PEIR was distributed to the State Clearinghouse, federal, state and local agencies, organizations and individuals for a 45-day public review beginning on December 16, 2009, and ending on January 29, 2010. Comment letters received on the Draft PEIR during the public review period were responded to in writing and included as the Response to Comments section in the Final PEIR.

### IV. FINDINGS REGARDING IMPACTS THAT CAN BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City, having reviewed and considered the information contained in the PEIR, the appendices to the PEIR, and the administrative record, finds, pursuant to California Public Resources Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which would mitigate, avoid, or substantially lessen to below a level of significance the following potentially significant environmental effects identified in the PEIR in the following categories: air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services, recreational resources, traffic, and utilities.

#### A. AIR QUALITY

##### Potential Impact: Direct and Cumulative Impacts to Sensitive Receptors

Impacts to sensitive receptors, such as residences, schools, day care centers, playgrounds, and medical facilities, would have the potential to occur if they are located within 300 feet of a large gas station or a dry cleaning facility that uses perchloroethylene (PCE). Although the SPA would include primarily residential and commercial uses, allowed land uses would include the development of gas stations and dry cleaning facilities, as these are common uses within mixed-use development. Due to the compact nature of development proposed for the SPA, sensitive receptors may be located within 300 feet of a gas station or dry cleaning facility. Therefore, a potentially significant impact would occur (PEIR, Section 4.2.5.3).

**Facts in Support of Finding:** Based on the California Air Resources Board (CARB) siting recommendations within the Air Quality and Land Use Handbook, a detailed health risk assessment should be conducted for proposed sensitive receptors within 300 feet of a large gas station or a dry cleaning facility that uses PCE. Implementation of *Mitigation Measure Air-8* requires use of the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of these guidelines would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of Toxic Air Contaminants (TACs).

**Mitigation Measure Air-8:** Development proposed under the DVSP Update shall use the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook (CARB 2005) as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs. Specific recommendations include the following:

- Avoid siting new sensitive uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, provide 500 feet separation. For operations with three or more machines, consult the San Diego Air Pollution Control District (SDAPCD) for guidance on acceptable separation distances. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
- Avoid siting new sensitive uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation distance is acceptable for standard gas dispensing facilities.

**Level of Significance After Mitigation:** Less than significant.

## B. BIOLOGICAL RESOURCES

### Potential Impact: Direct Impacts to Sensitive Habitats, Sensitive Species, and Jurisdictional Waterways

Build-out of the DVSP Update would have the potential to directly impact 0.6-acre of exotic riparian woodland and 0.3-acre of Diegan coastal sage scrub. Although this constitutes a very small portion of the SPA, the DVSP Update would have the potential to result in the direct impact or removal of these two sensitive habitats. These vegetation communities support sensitive species. Sensitive species that may be found in exotic riparian woodland include Cooper's hawk and the coastal western whiptail. Sensitive species that may be found in Diegan coastal sage scrub habitat include Palmer's grapplinghook, Parry's tetracoccus, San Diego thorn-mint, California adolphia, thread-leaved brodiaea, coastal California gnatcatcher, southern California rufous-crowned sparrow, coast (San Diego) horned lizard, and decumbent goldenbush. Therefore, the DVSP Update would have the potential to result in the direct removal of a vegetation community that supports a sensitive animal or plant species and a significant impact to sensitive species would occur. Additionally, one migratory bird may be found in the SPA, the Cooper's hawk, which is a nesting raptor. A potentially significant direct impact to Cooper's hawk would occur if active nests are present on a future development site in the SPA and would be required to be cleared prior to project construction.

Buena Vista Creek and its Tributaries 1 and 2 also traverse the SPA. Buena Vista Creek currently supports riparian habitat and may be considered a jurisdictional wetland by the California Department of Fish and Game (CDFG) or the U.S. Army Corps of Engineers (ACOE). Future development in the SPA on a site that is adjacent to or traversed by Buena Vista Creek would have the potential to result in an alteration to this waterway, such as a temporary diversion of flows during

construction or a permanent increase in runoff, that may require consultation with or a permit from the ACOE, CDFG, and/or the San Diego Regional Water Quality Control Board (SDRWQCB). A potentially significant impact would occur (PEIR, Section 4.3.5.1)

**Facts in Support of Finding:** The proposed project would result in potentially significant impacts to sensitive habitats, sensitive and migratory species, and a jurisdictional waterway. Implementation of **Mitigation Measures Bio-1** through **Bio-3** would reduce these impacts. Impacts to sensitive habitats and species would be reduced by avoiding impacts to the extent possible and complying with the mitigation measures established in the North County Multiple Habitat Conservation Program (MHCP). Impacts to migratory birds would be avoided by prohibiting construction near active nests, and impacts to the jurisdictional waterway would be mitigated by obtaining the required permits from the ACOE, CDFG, and/or SDRWQCB.

**Mitigation Measure Bio-1:** For all future projects in the SPA on a site which is mapped by the City as supporting a sensitive vegetation type, surveys for sensitive plant and animal species shall be conducted by a qualified biologist during the appropriate season as part of, or prior to, the project planning or design phase. If sensitive plant or animal species are observed, they shall be avoided if possible. If impacts cannot be avoided, the significance of the impacts to those species must be evaluated in compliance with CEQA and any significant impacts shall be mitigated based on the recommendations of the qualified biologist and the mitigation requirements of the North County MHCP Table B-8, or the City of Vista Subarea Plan, if adopted prior to approval of a grading permit for the future project.

**Mitigation Measure Bio-2:** For all future projects in the SPA located on a site adjacent to or traversed by Buena Vista Creek, a qualified biologist, shall determine if the project would have the potential to impact the adjacent waterway. If the waterway would be potentially impacted by the project, the qualified biologist shall determine if the waterway meets the criteria for a jurisdictional wetland or water of the U.S. by the ACOE or a streambed or bank under the jurisdiction of the CDFG. If it is determined that the waterway is jurisdictional, the applicant shall obtain the following permits, as necessary.

- Authorization for the fill of jurisdictional waters of the U.S. from the ACOE through the CWA Section 404 permitting process;
- A water quality certification pursuant to Section 401 of the CWA; and/or
- State under Section 1602 of the Fish and Game Code of California.

**Mitigation Measure Bio-3:** Prior to initiation of project construction during the raptor nesting season (generally March 1 through August 15) where suitable trees for raptor nesting occur on a SPA or within 500 feet of the site in the SPA, preconstruction surveys for raptor nests shall be performed by a qualified biologist. If there are no raptors nesting (which includes nest building or other breeding/nesting behavior) within 500 feet of the site, clearing shall be allowed to proceed. Construction activities within 500 feet of active nests shall not be allowed to resume during the breeding season until a qualified biologist determines that the nest is no longer active.

**Level of Significance After Mitigation:** Less than significant.

## C. CULTURAL RESOURCES

### Potential Impact: Direct and Cumulative Impacts to Archaeological Resources

Approximately 2.12 acres of currently undisturbed land would be impacted by future development in the SPA consistent with the DVSP Update. Previously undeveloped areas have the potential to

contain unknown cultural resources that would be disturbed or destroyed during construction activities associated with future projects under the DVSP Update. Therefore, implementation of the DVSP Update would have the potential to cause a substantial adverse change in the significance of an unknown archaeological resource. Impacts would be potentially significant (PEIR, Section 4.5.5.2).

**Facts in Support of Finding:** In order to reduce potential impacts to unknown archaeological resources during construction activities, pedestrian surveys would be conducted by a professional archaeologist prior to the issuance of a grading permit, and construction monitoring would be required by a City-approved archaeologist when recommended as a result of the survey, as indicated in *Mitigation Measures Cul-1 and Cul-2*.

**Mitigation Measure Cul-1:** Prior to the issuance of a grading permit for any future development project in the SPA proposed on an undeveloped parcel, a pedestrian survey shall be conducted by a professional archaeologist approved by the City. Should the pedestrian survey identify cultural resources, the cultural resources shall be evaluated for eligibility to the California Register of Historical Resources (CRHR) prior to issuance of a grading permit. In addition, the Native American Heritage Commission (NAHC) and local tribes shall be consulted regarding the potential for impacts to cultural sites to occur on the SPA. Finally, the survey shall make a determination whether the potential presence of subsurface resources requires archaeological or Native American monitoring during site grading. If construction monitoring is required, mitigation measure Cul-2 shall be implemented.

**Mitigation Measure Cul-2:** Prior to the issuance of any grading permit for any future development project in the SPA that has been identified as having the potential to contain subsurface cultural resources, the project applicant shall provide written evidence to the City Planner that the applicant has retained a City-approved professional archaeologist and Native American monitor, if appropriate, to observe SPA grading and excavation activities for the presence of cultural materials. If any cultural materials are found, work in the area shall be halted so that the significance of the find can be evaluated. A significant discovery may require additional evaluation and mitigation; however, any such additional requirements would be site specific and would be determined at the time of discovery by the professional archaeologist and Native American monitor. A post-construction monitoring report shall be prepared and submitted to the City Planner at the completion of grading.

**Level of Significance After Mitigation:** Less than significant.

#### **D. HAZARDS AND HAZARDOUS MATERIALS**

##### **Potential Impact 1: Direct Hazard Impacts to the Public or the Environment**

Future development under the DVSP Update may require ground-disturbing construction activities such as grading and excavation. Ground-disturbing activities have the potential to uncover or disturb hazardous conditions that may contaminate soil and/or groundwater, including several existing hazardous materials sites identified in the SPA. Additionally, existing facilities in the SPA have the potential to utilize or generate hazardous materials, such as dry cleaners, gas stations, automobile repair facilities, and utility lines. New development on a site previously occupied by one of these land uses would have the potential to uncover hazardous materials. Future development on one of these sites would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and appropriate remediation measures taken to minimize risks.

The DVSP Update would also accommodate residential land uses that would use hazardous materials and generate hazardous wastes. Residential land uses are not subject to the same federal, State, and local regulations that would apply to commercial/retail development. Hazardous materials that are not properly disposed of could create a significant hazard to the public or environment. Impacts would be potentially significant (PEIR, Section 4.7.5.1).

**Facts in Support of Finding:** Implementation of *Mitigation Measure Haz-1* would reduce potential impacts related to previous land uses that used or generated hazardous materials or waste because this measure would require completion of a Phase 1 Environmental Site Assessment (ESA) and implementation of any recommendations made in the Phase I ESA prior the issuance of any grading permits for any future project on a site with the potential to contain hazardous materials. Implementation of *Mitigation Measure Haz-2* would reduce potential impacts related to the improper disposal of household hazardous wastes because this measure would require the sales or leasing centers for future residential developments to provide prospective buyers and tenants with information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous.

**Mitigation Measure Haz-1:** Prior to the issuance of any grading permits for any future project under the DVSP Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, or on a site that was previously occupied by a land use that use or generated hazardous materials or wastes, the project applicant shall complete a Phase 1 Site Assessment, prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase 2 site assessment, shall be implemented prior to issuance of any grading permit. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the City Planner, stating that a REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations.

**Mitigation Measure Haz-2:** For any future project under the DVSP Update, the applicant shall provide literature in the sales or leasing center with information on the proper disposal of household hazardous materials and what materials may be considered hazardous. The literature should include the address for the City's Household Hazardous Waste Collection Facility located at 1145 East Taylor Street. Additionally, any refuse storage areas shall include signage listing common hazardous materials and information on proper disposal, including the address for the City's Household Hazardous Waste Collection Facility.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct Impacts to Emergency Response and Evacuation Plans**

The SPA contains several through streets that would provide an evacuation route for residents and/or routes for emergency services, including Vista Village Drive, Santa Fe Avenue, and Escondido Avenue. These roadways provide access throughout the SPA and the surrounding areas, including access to SR-78. Construction of future development in the SPA may require road closures that would interfere with through streets in the plan area, including those listed above. Additionally, public improvements proposed in the DVSP Update such as improvements to S. Santa Fe Avenue would require lane or road closures. Temporary construction-related lane closures would have the potential to result in a significant impact associated with the ability to implement the City's

emergency response and evacuation plans in the event of an emergency. This impact is considered to be potentially significant (PEIR, Section 4.7.5.3).

**Facts in Support of Finding:** Implementation of **Mitigation Measure Haz-3** would reduce impacts associated with the temporary physical interference of roadways used for emergency services or evacuation by providing emergency service agencies with adequate time to prepare new routes, and providing alternative routes for vehicular and pedestrian traffic.

**Mitigation Measure Haz-3:** Prior to construction of a future project in the SPA that requires a lane or roadway closure, the contractor shall:

- a) Ensure that the Vista Fire Department (VFD) and San Diego County Sheriff's Department (SDCSD) are notified at least one week prior to lane or roadway closure; and
- b) Provide appropriate signage to designate a detour road for vehicular and pedestrian traffic. The detour will provide the most direct route possible around the road closure. Adequate signage shall be provided to provide travelers notice of an upcoming detour and signage with directional arrows along the detour route. Signage along the roadway shall be provided at least one month prior to construction providing the expected dates of the closure. Detour route shall be approved by the VFD, and the California Department of Transportation (Caltrans) if necessary.

**Level of Significance After Mitigation:** Less than significant.

## E. HYDROLOGY AND WATER QUALITY

### Potential Impact: Direct Flood Hazard Impact

Implementation of the DVSP Update would accommodate residential, commercial, retail, and municipal land uses throughout the SPA, including areas located in Zone AH and X designations on the *Flood Insurance Rate Maps (FIRMs) for San Diego County, California and Incorporated Areas* prepared by the FEMA. Portions of PA-1a and PA-2 along Buena Vista Creek, and PA-3 and PA-4 along Tributary 1, are located in Zone AH (high flood risk area). Portions of PA-1a and PA-2, particularly along Tributary 2, are located in Zone X (low flood risk area). Specifically, the current capacity of Buena Vista Creek at the confluence with Tributary 1 is less than the existing peak flow volume, resulting in an exceedance of drainage facility capacity, which typically results in flooding. Implementation of the DVSP Update would include construction of the proposed Santa Fe detention basin and associated curb inlets and laterals necessary to direct peak flow away from streets. With implementation of the DVSP Update, including the Santa Fe detention basin, the peak flow at the confluence of Buena Vista Creek and Tributary 1 would not exceed the capacity of the drainage facility and the DVSP Update would not be located within the 100-year floodplain. However, if any development upstream of the confluence of Buena Vista Creek and Tributary 1 were constructed in the SPA prior to completion of the proposed Santa Fe detention basin, implementation of the proposed project would have the potential to exceed the capacity of the drainage channel. Therefore, under this scenario, implementation of the DVSP Update would have the potential to result in a significant impact associated with flooding and the placement of habitable structures within the 100-year floodplain (PEIR, Section 4.8.5.3).

**Facts in Support of Finding:** As described in **Mitigation Measure Hyd-1**, prohibiting development from occurring in the SPA upstream of the confluence of Buena Vista Creek and Tributary 1 until after the proposed Santa Fe detention basin has been constructed would reduce impacts associated with the 100-year floodplain.

**Mitigation Measure Hyd-1:** Future development projects under the DVSP Update shall be prohibited within the SPA until construction of the proposed Santa Fe detention basin is complete.

**Level of Significance After Mitigation:** Less than significant.

## F. NOISE

### **Potential Impact 1: Direct Impacts Associated with a Temporary Increase in Ambient Noise Levels and Exposure of New Development to Noise Levels that Exceed Exterior Noise Standards**

Construction within the SPA would not take place all at once; however, future development accommodated by the DVSP Update would have the potential to temporarily generate construction noise that would exceed 75 decibels (dBA) for an eight-hour period, which is the City's noise standard for construction noise. This would result in a short-term significant noise impact. Additionally, the Noise Element of the City's General Plan recommends an acoustical review for any residential projects that would be located within the 65 dBA (CNEL) contour of a roadway. Multi-family residential development and commercial development would likely be placed along major roadways, and would have the potential to be located within the 65 dBA (CNEL) roadway noise contour that extends approximately 100 feet from the centerline of roadways in the SPA, affecting interior noise levels and onsite exterior recreational areas. This would result in a potentially significant impact associated with traffic noise. Multi-family residential development planned within approximately 200 feet of the SPRINTER railroad centerline and commercial development planned approximately 110 feet from the centerline would be exposed to noise levels that exceed the hourly Leq noise limits established within the City's Noise Ordinance (60 dBA for commercial uses, 55 dBA for multi-family residences, and 50 dBA for single-family residences). Therefore, development planned within a noise contour which exceeds the limits established in the City's noise ordinance would result in a potentially significant impact (PEIR, Section 4.10.5.1).

**Facts in Support of Finding:** Implementation of measures to minimize short-term noise levels caused by construction activities, as described in *Mitigation Measure Noi-1*, would reduce impacts associated with temporary increases in ambient noise. As described in *Mitigation Measure Noi-2*, site-specific acoustical analyses would be required to demonstrate that proposed noise-sensitive land uses in the SPA satisfy the exterior and interior noise standards established by the City's Municipal Code. This measure would reduce impacts associated with the exposure of new development to excessive noise.

**Mitigation Measure Noi-1:** Construction contractors for projects within the proposed SPA shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction/demolition noise shall be included in contractor specifications and shall include, but not be limited to, the following:

- Properly outfit and maintain construction equipment with manufacturer-recommended noise-reduction devices to minimize construction-generated noise.
- Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers.
- Use electrical power to operate air compressors and similar power tools.
- Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with San Diego County Code Sections 36.408 and 36.409. Such techniques shall include, but not be limited to, the construction of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors.
- Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and large-

scale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification.

**Mitigation Measure Noi-2:** Future residential development, libraries, and other noise sensitive land uses proposed within the 65 dBA CNEL noise contour of the SPA would require a site-specific acoustical analysis conducted by an acoustical engineer. The acoustical analysis shall demonstrate that the proposed project satisfies the exterior and interior noise standards established by the City's Municipal Code. If the development includes a mix of uses, or is adjacent to a noise sensitive land use, then the noise level limit of the more restrictive zoning category shall be used.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct Impacts Associated with Groundborne Vibration**

Potential vibration-sensitive uses in the proposed SPA may include machinery in manufacturing and processing uses, or medical laboratory equipment. According to Caltrans, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to sensitive operations. General construction activity in the proposed SPA surrounding vibration-sensitive uses would have the potential to result in a significant impact. Additionally, the SPRINTER railroad is a source of groundborne vibration. The DVSP Update has the potential to locate new vibration-sensitive land uses within the screening distance of the SPRINTER railroad defined by the Federal Transit Administration (FTA) for vibration impacts from railroads. A potentially significant impact would occur (PEIR Section 4.10.5.2).

**Facts in Support of Finding:** Implementation of the FTA and Federal Railroad Administration (FRA) guidelines, as described in **Mitigation Measure Noi-3**, would reduce impacts associated with groundborne vibration from construction activity and the SPRINTER railroad.

**Mitigation Measure Noi-3:** Implement the FTA and FRA guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources. Specifically, Category 1 uses (vibration-sensitive equipment) within 600 feet, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 120 feet of the railroad right-of-way or other major sources of groundborne vibration shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. *Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis shall be implemented by the project applicant.*

**Level of Significance After Mitigation:** Less than significant.

## **G. PUBLIC SERVICES**

**Potential Impact 1: Direct and Cumulative Police Protection Impacts**

Law enforcement resources for the SPA are currently below the desired level, affecting the ability of the San Diego County Sheriff's Department (SDCSD) to provide adequate services. Implementation of the DVSP Update would impact negatively on service delivery to the SPA and would also diminish service to the rest of the City. Therefore, additional resources must be added to maintain service levels. Approximately one sworn officer must be added for every 1,000 new residents in order to maintain adequate service levels. Build-out of the DVSP Update would accommodate population

growth of 4,191 people in the SPA. Therefore, approximately five new sworn officers would be required to provide the SPA with adequate police protection at build-out of the DVSP Update. The increase in demand for police services would have the potential to require new police facilities or substantial alterations to existing police facilities to accommodate the new officers. A potentially significant impact would occur (PEIR, Section 4.12.5.1).

**Facts in Support of Finding:** Impacts associated with the provision of inadequate police services would be reduced by requiring all future project applicants to contribute their fair share to the SDCSD so that adequate facilities and resources are available to add up to five new sworn officers to the SDCSD police force, as described in *Mitigation Measures Pub-1*.

**Mitigation Measure Pub-1:** Prior to issuance of a Certificate of Occupancy for any future project under the DVSP Update, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. The project applicant shall consult with the SDCSD to determine to appropriate mitigation fee or other specific measure required.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct and Cumulative Impacts to Public Schools**

The residential development accommodated by the DVSP Update would generate approximately 1,905 new students in the Vista Unified School District (VUSD). According to the VUSD, most schools that would serve the SPA have adequate capacity to accommodate growth under the DVSP Update; however, the District's high school facilities currently exceed attendance capacities. The DVSP Update would have the potential to result in the need for new or physically altered school facilities in order to maintain adequate public school services. A potentially significant impact would occur (PEIR, Section 4.12.5.3).

**Facts in Support of Finding:** Impacts to public schools would be reduced by requiring all future projects in the SPA to pay statutory fees for the provision of public school services, as described in *Mitigation Measures Pub-2*.

**Mitigation Measure Pub-2:** All future projects under the DVSP Update would be required to pay statutory fees for public school services. As of September 2009, fees were \$2.97 per square foot for residential development, and \$0.47 per square for non-residential development. Project applicants shall contact the VUSD to determine the current and appropriate statutory fee for each future project proposed in the SPA.

**Level of Significance After Mitigation:** Less than significant.

**H. RECREATIONAL RESOURCES**

**Potential Impact: Direct Impacts Associated with Construction of New Recreational Facilities**

Implementation of the DVSP Update would accommodate the construction of new recreational facilities, including parkland and activity areas, in every planning area within the SPA. The construction of new recreational facilities within the SPA would have the potential to result in physical environmental impacts, such as those associated with air quality, biological resources, archaeological resources, hazards, hydrology, noise, and traffic. The potential environmental impacts were analyzed in Sections 4.1 through 4.15 of the PEIR. As discussed in the various sections of the PEIR, impacts to air quality, biological resources, archaeological resources, hazards, hydrology, noise, and traffic would be potentially significant (PEIR, Section 4.13.5.2).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, noise and traffic occurring from construction of new recreational facilities under the DVSP Update would be mitigated through applicable measures provided in the Sections 4.1 through 4.15 of the PEIR. Due to the nature of recreational facilities as passive and active activity areas, they are not anticipated to result in significant and potentially unavoidable impacts from operational air quality emissions or impacts to sensitive historic resources. However, new recreational facilities could generate new traffic trips from people driving to and from the recreational activity areas, which would have the potential to result in significant and unavoidable traffic impacts. With implementation of the mitigation measures identified in the PEIR, potential physical effects on the environment from the development of recreational facilities under the DVSP Update would be reduced to a less than significant level, with the exception of operational traffic impacts. These impacts are discussed below under Section V of these Findings.

**Level of Significance After Mitigation:** Less than significant, except for operational traffic impacts discussed below under Section V of these Findings.

## I. TRAFFIC

### Potential Impact: Direct Impact to Emergency Access

Implementation of the DVSP Update public improvements plan, as well as future development projects occurring under the Plan, would require temporary lane or roadway closures during construction. Lane and roadway closures would have the potential to limit emergency access to the development site or existing development adjacent to the lane or roadway closure. Therefore, implementation of the DVSP Update would have the potential to result in inadequate emergency access, and a potentially significant impact would occur (PEIR, Section 4.14.5.3).

**Facts in Support of Finding:** Implementation of mitigation measure *Haz-3*, discussed above, would reduce potentially significant impacts associated with emergency access during construction to a less than significant level by providing emergency service agencies with adequate time to prepare new routes, and providing alternative routes for vehicular and pedestrian traffic.

**Level of Significance After Mitigation:** Less than significant.

## J. UTILITIES

### Potential Impact 1: Direct and Cumulative Impacts to Water Infrastructure

Implementation of the DVSP Update would require improvements to existing water infrastructure as identified in the proposed Water Infrastructure Improvements Plan to serve future development in the SPA. The proposed water infrastructure utility improvements would constitute future construction projects in the SPA and would result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of the water infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.1).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of water infrastructure utility improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of water

infrastructure improvement projects as underground utility pipelines, they are not anticipated to result in significant and potentially unavoidable impacts from operational air quality emissions, impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of water infrastructure utility projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct and Cumulative Impacts to Wastewater Infrastructure**

Implementation of the DVSP Update would require improvements to existing wastewater utility infrastructure identified in the proposed Sewer Infrastructure Improvements Plan to serve the build-out of the SPA. The proposed sewer utility infrastructure improvements would constitute future construction projects in the SPA and would result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of wastewater infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.2).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of wastewater infrastructure utility improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of wastewater infrastructure improvement projects as underground utility pipelines, they are not anticipated to result in significant and potentially unavoidable impacts associated with operational air quality emissions, direct impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of wastewater infrastructure utility projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 3: Direct and Cumulative Impacts to Stormwater Facilities**

Build-out of the DVSP Update would increase impervious surfaces within the SPA by 2.12 acres, which would result in increased stormwater flows from the SPA. The DVSP Update proposes a new Santa Fe drainage basin that would collect runoff from the SPA, located along Tributary 1 of Buena Vista Creek on the southeast corner of S. Santa Fe Avenue and Monte Vista Drive. Storm drain improvements, including curb inlets and laterals, would be required to capture runoff and convey it to the proposed Santa Fe detention basin. The construction of these stormwater improvements would have the potential to result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of stormwater infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.3).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of stormwater infrastructure improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of these projects as

flood-preventing utilities improvements necessary to convey runoff flows from the SPA, they are not anticipated to result in significant and potentially unavoidable impacts associated with operational air quality emissions, direct impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of stormwater infrastructure projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

Level of Significance After Mitigation: Less than significant.

## V. FINDINGS REGARDING SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (CALIFORNIA PUBLIC RESOURCES CODE §21081(a)(3))

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." The PEIR identified impacts associated with air quality, cultural resources, land use, and traffic as significant and unavoidable environmental impacts.

### A. AIR QUALITY

#### Potential Impact: Direct and Cumulative Impacts Associated with the Exceedance of the Significance Thresholds During Project Operation

Project operational emissions of air pollutants would result from the development of new stationary and vehicular sources associated with build-out of the SPA under the DVSP Update. Stationary and vehicular sources of air emissions that would result from project implementation would result in the emission of 361 pounds/day of volatile organic compounds (VOCs), 323 pounds/day of nitrogen oxides (NO<sub>x</sub>), 2,767 pounds/day of carbon monoxide (CO), 1,296 pounds/day of respirable particulate matter (PM<sub>10</sub>), and 247 pounds/day of fine particulate matter (PM<sub>2.5</sub>). Therefore, operational emissions from full build-out of the DVSP Update would exceed the significance thresholds for maximum daily emissions for VOCs (75 pounds/day), NO<sub>x</sub> (250 pounds/day), CO (550 pounds/day), PM<sub>10</sub> (100 pounds/day), and PM<sub>2.5</sub> (55 pounds/day). This would result in a potentially significant impact.

Facts in Support of Finding: DVSP Update General Operating Standard C, Air Pollution, in Section 3.0 of the DVSP Update, the Area-Wide Design and Development Plan, requires sources of air pollution to comply with the rules established by the Environmental Protection Agency (EPA) and the CARB. The standard states that no person shall operate a regulated source of air pollution without a valid operative permit issued by the designated regulatory agency. General Operating Standard D, Exhaust Emissions, from Section 3.0 of the DVSP Update, requires that business activities minimize exhaust emissions by maintaining equipment in good operating condition and in proper tune in compliance with manufacturer's specifications. In addition to the operating standards proposed in the DVSP Update, implementation of *Mitigation Measures Air-1 through Air-7* would minimize criteria pollutant emissions from project construction and operation. With implementation of these mitigation measures, emissions of criteria pollutants would be reduced to 345 pounds/day of VOCs, 293 pounds/day of NO<sub>x</sub>, 2,587 pounds/day of CO, 1,215 pounds/day of PM<sub>10</sub>, and 232 pounds/day of PM<sub>2.5</sub>. However, even with the incorporation of all feasible mitigation measures, operational air pollutant emissions would remain in exceedance of the applicable significance thresholds (see

above); therefore, emissions are significant and unavoidable. Refer to Section VI, Alternatives to the Project, for a discussion of alternatives (specifically the No Project and Reduced Project Alternatives) that would reduce operational air quality impacts as compared to the proposed DVSP Update.

**Mitigation Measure Air-1:** During grading activities for any future development in the SPA, the on-site construction superintendent shall ensure implementation of standard best management practices (BMPs) to reduce the emission of fugitive dust, including but not limited to the following actions:

- Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the on-site construction superintendent.
- Graded areas on slopes will provide temporary hydroseeding and irrigation of cleared vegetation and graded slopes as soon as possible following grading activities in areas that will remain in disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase.
- Pave or periodically water all on-site access points or apply chemical stabilizer to construction sites.
- Securely cover all transported material to prevent fugitive dust.
- Operate all vehicles on the construction site at speeds less than 15 miles per hour.
- Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a non-toxic chemical stabilizer.

**Mitigation Measure Air-2:** The following measures shall be implemented throughout construction to minimize emissions of ozone (O<sub>3</sub>) precursors (NO<sub>x</sub> and VOCs):

- Turn off all diesel-powered vehicles and gasoline-powered equipment when not in use for more than five minutes.
- Use electric or natural gas-powered construction equipment in lieu of gasoline or diesel-powered engines, where feasible.
- Require 10 percent of construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or CARB-certified Tier III equipment or better.
- Support and encourage ridesharing and transit incentives for the construction crew.

**Mitigation Measure Air-3:** The following measures would ensure that architectural coatings comply with SDAPCD Rule 67:

- Use pre-coated/natural colored building materials.
- Use water-based or low VOC coatings with a VOC content of 100 grams per liter or less.
- Use spray equipment with high transfer efficiency, such as the electrostatic spray gun method or apply coatings using manual tools, such as paint brushes, hand rollers, trowels, spatulas, daubers, rags, or sponges.

**Mitigation Measure Air-4:** Prior to demolition or renovation of any buildings constructed prior to 1980 or otherwise having the potential to contain asbestos-containing material (ACM), a survey shall be conducted by a licensed asbestos-abatement contractor to determine presence of ACM. The SDAPCD shall be notified at least 10 days prior to any activity which may dislodge ACM in accordance with SDAPCD Rule 361.145 and demolition or renovation of structures which may contain ACM must be handled and disposed of in accordance with SDAPCD Rules 361.140-361.156.

**Mitigation Measure Air-5:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall identify and submit building plans that identify design features to reduce operational emissions associated with vehicular traffic. Such design features may include, but not be limited to:

- Projects within one-quarter mile of a transit facility, including Sprinter stations and bus stops, shall enhance existing or construct new pedestrian and bicycle facilities to provide safe and efficient access to the transit services.
- Projects located within one-half mile of an existing/planned Class I or Class II bike lane shall include a comparable network that connects the project uses to the existing off-site facility. Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one half mile, as feasible.
- Nonresidential projects shall provide "end-of-trip" facilities including showers, lockers, and changing space. At a minimum, project will provide four clothes lockers and one shower provided for every 80 employee parking spaces, including separate facilities for each gender for projects with 160 or more employee parking spaces.
- Bicycle racks that are accessible from the street and the pedestrian routes. At a minimum, one bike rack space shall be provided per 20 vehicle parking spaces.
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Other transportation demand features for commercial uses may include parking fees employee telecommuting programs, flexible employee work schedules, carpool/vanpool programs, car-sharing services, preferential carpool/vanpool parking, and information on transportation alternatives provided to employees.

**Mitigation Measure Air-6:** Prior to the issuance of building permits, the applicant shall demonstrate that the project shall exceed the requirements of Title 24 of the California Energy Efficiency Standards for Residential and Non-residential Buildings. These requirements, along with the following measures, shall be incorporated into future development projects to reduce indirect emissions from energy use in the SPA, including O<sub>3</sub> precursors:

- Use of low-NOx emission water heaters
- Installation of energy efficient and automated air conditioners where applicable
- Energy efficient parking area lights
- Exterior windows shall be double-paned

**Mitigation Measure Air-7:** An Air Quality Impact Assessment (AQIA) shall be prepared for projects within the DVSP Update planning area for projects that exceed one of the following screening criteria:

- Single family residential: 300 dwelling units (DU)
- Apartments (6-20 DU/acre): 370 DU
- Apartments (greater than 20 DU/acre): 420 DU
- Condominiums: 370 DU
- Supermarket: 25,000 SF
- Restaurant, fast food: 6,500 SF
- Restaurant, sit down: 43,000 SF
- Hotel/Motel: 480 rooms
- Standard commercial office: 190,000 SF
- Neighborhood shopping center: 35,000 SF

For projects that include mixed uses, the AQIA trigger threshold would be determined by converting the various uses to equivalent single-family units using the conversion factors found within Table 5 of the San Diego County Report Format and Content Requirements, Air Quality (San Diego County 2007).

Level of Significance After Mitigation: Significant and unavoidable.

## B. CULTURAL RESOURCES

### Potential Impact: Direct and Cumulative Impacts to Historical Resources

The SPA contains over 80 buildings constructed prior to 1960 that may be eligible for listing in the National Register of Historic Places (NRHP), CRHR, and/or the City of Vista Historical Resources Register. Further research, analysis and documentation of the potentially eligible properties would be required at the project-specific level to fully evaluate their eligibility to the NRHP, CRHR and the City Historical Resources Register. It is also possible that some buildings were missed during the City's building survey conducted in 1987 which are potentially eligible for listing. Additionally, a four-block area in downtown Vista has been identified as a potential historic district. Buildings within the area, including Main Street (100-400 block), Broadway (100-400 block), and the contiguous blocks on Citrus Avenue, Michigan Avenue, Indiana Avenue, and Hanes Place, may be either individually eligible properties or may be eligible as contributing properties to the historic district. The DVSP Update would guide the redevelopment and/or renovation of properties within the SPA, which would potentially result in the demolition, destruction, relocation, or alteration of a historical building such that the significance of an historical resource would be impaired. Future development projects that propose the removal or demolition of existing structures would have the potential to impact historical resources. Future development projects that propose the renovation of existing structures would have the potential to remove architectural features of a building that contribute to the historical significance of the building. Therefore, implementation of the DVSP Update would have the potential to result in a substantial adverse change in the significance of a historical resource (PEIR, Section 4.5.5.3).

Facts in Support of Finding: Implementation of *Mitigation Measures Cul-3* through *Cul-6* would reduce impacts to historical resources to the extent feasible through evaluation of the resource for eligibility to the NRHP, CRHR, and City's Historic Register. However, implementation of these mitigation measures cannot guarantee that all potential impacts to historic resources would be reduced to a level of less than significant. Relocation and demolition of buildings eligible for listing on the NRHP, CRHR, and the City of Vista Historical Resources Register, as described in *Mitigation Measure Cul-6*, would likely be required to accommodate future development allowed under the DVSP Update. Relocation and demolition may result in the loss of a historic resource or a substantial adverse change to a historic resource. For example, relocation may preserve a building, yet it can sever the building's historic relationship with a site. Additionally, relocation can result in damage to a building, even when precautions are required to be taken. Demolition of historic buildings would result in the loss of the historic resource itself. Therefore, impacts would remain significant and unavoidable, even with implementation of all feasible mitigation measures. Refer to Section VI, Alternatives to the Project, for a discussion of alternatives (specifically the Reduced Project Alternative) that would reduce historic resources impacts as compared to the proposed DVSP Update.

*Mitigation Measure Cul-3:* Prior to issuance of a grading permit, any site in the SPA that includes a building that is recommended eligible for listing in the CRHR, located in the Character Overlay District or has been assigned a status code of 5S3 or 5D3, the project applicant shall

hire a qualified archaeologist/historian to evaluate all potentially eligible buildings for eligibility to the NRHP, CRHR and City of Vista Historical Resources Register. The evaluation shall consist of additional research and more detailed documentation of buildings, as necessary to evaluate eligibility for listing in the NRHP, CRHR and/or the City of Vista Historical Resources Register.

**Mitigation Measure Cul-4:** Prior to issuance of a grading permit for any future project located in the Character Overlay District on a site assigned a status code of 5D3, the City and/or project applicant shall hire a qualified archaeologist/historian to complete an evaluation of the proposed Downtown Vista Historic Commercial District for eligibility to the NRHP, CRHR and/or City of Vista Historical Resources Register. Evaluation of the historic district shall include evaluations of the individual buildings on the SPA for eligibility, and evaluation of the overall district.

**Mitigation Measure Cul-5:** If the Character Overlay District is determined to be eligible to the NRHP, CRHR and/or City of Vista Historical Resources Register, any future project located in the Character Overlay District and assigned a status code of 5S3 or 5D3 shall be evaluated by a qualified archaeologist/historian to determine its eligibility to the historic district. If determined to be eligible to the district, the project shall conform to the applicable building and architectural guidelines of the district.

**Mitigation Measure Cul-6:** For any future development project under the DVSP Update that would result in a substantial adverse change to a building eligible for listing on the NRHP, CRHR and City of Vista Historical Resources Register, impacts to the historic building(s) shall be determined during the environmental review process, and appropriate mitigation shall be implemented. Preservation in place shall be the preferred treatment for all properties that are evaluated and found eligible to the NRHP, CRHR, or the City's Historical Resources Register. Mitigation measures for the treatment of any buildings determined to be eligible properties shall be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings. If preservation is not possible, the following guidelines for relocation and demolition from the Secretary of the Interior's Guidelines for the Treatment of Historic Properties shall be implemented. The Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) provide a consistent framework for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings.

**Relocation of Historic Buildings.** Relocation preserves a building, yet severs its historic relationship with a site. Relocation of a building shall only be implemented when the only other alternative is demolition. When relocation is unavoidable, the following precautions shall be taken to protect important structural and architectural features and to ensure compatibility of the historic building in a new context:

- Detailed documentation through the preparation of a Historic American Building Survey (HABS) shall be conducted prior to relocation as partial mitigation of impacts to the building's integrity of setting and location. Detailed photo documentation of the interior, exterior, landscaping and setting of the building is recommended. The original design drawings should be located, if possible. If design drawings do not exist, a Level I HABS, including the preparation of architectural drawings, is recommended. Guidelines for the preparation of a HABS documentation are provided in the requirements for demolition below.
- If feasible, the building or structure shall be relocated to a lot within its original neighborhood.