

# **VISTA GENERAL PLAN 2030 UPDATE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT**

SCH: 2009121028

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**December 2011**



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## Acronyms and Abbreviations

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|                 |   |
|-----------------|---|
| AB              | Assembly Bill                                 |
| ADT             | Average Daily Traffic                         |
| APE             | Area of Potential Effect                      |
| BCLA            | Biological Core and Linkage Area              |
| BMPs            | Best Management Practices                     |
| BPO             | Biological Preservation Overlay               |
| Caltrans        | California Department of Transportation       |
| CAP             | Climate Action Plan                           |
| CDFG            | California Department of Fish and Game        |
| CE              | Circulation Element                           |
| CEQA            | California Environmental Quality Act          |
| city            | City of Vista                                 |
| CIP             | Capital Improvement Program                   |
| CMP             | Congestion Management Plan                    |
| CO              | carbon monoxide                               |
| Findings        | Findings of Fact                              |
| GHG             | greenhouse gas                                |
| GP Update       | City of Vista General Plan 2030 Update        |
| LEED            | Leadership in Energy and Environmental Design |
| LOS             | level of service                              |
| LUCI            | Land Use and Community Identity               |
| MHCP            | Multiple Habitat Conservation Plan            |
| MLD             | Medium Low Density Residential                |
| MMRP            | Mitigation Monitoring and Reporting Program   |
| NAHC            | Native American Heritage Commission           |
| NCTD            | North County Transit District                 |
| NO <sub>x</sub> | nitrogen oxides                               |

|                   |  |
|-------------------|--|
| OS                | Open Space   |
| PEIR              | Program Environmental Impact Report                        |
| PM <sub>10</sub>  | particulate matter less than 10 microns in diameter        |
| PM <sub>2.5</sub> | particulate matter that is 2.5 microns or less in diameter |
| RAQS              | Regional Air Quality Strategy                              |
| RCP               | Regional Comprehensive Plan                                |
| RCS               | Resource Conservation and Sustainability                   |
| ROGs              | reactive organic gases                                     |
| RTIP              | Regional Transportation Improvement Plan                   |
| RTPs              | Regional Transportation Plans                              |
| SANDAG            | San Diego Association of Governments                       |
| SB                | Senate Bill  |
| SDAPCD            | San Diego Air Pollution Control District                   |
| SOC               | Statement of Overriding Considerations                     |
| SOI               | sphere of influence  |
| SO <sub>x</sub>   | sulfur oxides  |
| SR                | State Route  |
| TDM               | transportation demand management                           |
| USFWS             | United States Fish and Wildlife Service                    |
| VMT               | vehicle miles traveled                                     |

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# Chapter 1

## Overview of the Final Program Environmental Impact Report

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### 1.1 Introduction

The City of Vista General Plan 2030 Update (GP Update) Final Program Environmental Impact Report (Final PEIR) contains three chapters and an attachment, and is intended to be used in conjunction with the Draft PEIR.

Chapter 1 presents an overview of the Final PEIR; its contents; the responsibility of the lead agency to provide written responses to comments received on the Draft PEIR; information on where the Final PEIR may be reviewed; the process of certifying the Final PEIR; and a brief description and legal authority on the Findings of Fact (Findings), Mitigation Monitoring and Reporting Program (MMRP), and the Statement of Overriding Considerations (SOC).

Chapter 2 discusses the public review of the Draft PEIR; the comments received on the Draft PEIR; and the lead agency's responses to the comments received;

Chapter 3 contains the revisions of the Draft PEIR, which are designed to replace specific sections within that document.

Attachment A contains the MMRP, which lists the GP Update mitigation measures and provides the timing and methodology, and identifies the parties responsible for implementation and monitoring.

### 1.2 Contents of the Final Program Environmental Impact Report

The contents of a Final EIR are discussed in State CEQA Guidelines Section 15132. This Final PEIR includes the following required items:

- A list of persons, organizations, and public agencies commenting on the Draft PEIR (Chapter 2, Table 2-1)
- Comments and recommendations received on the Draft PEIR (Chapter 2).
- Responses of the lead agency to significant environmental concerns raised in the review (Chapter 2).
- Revisions (or modifications) to the Draft PEIR (Chapter 3).

### 1.3 Review of the Draft Program Environmental Impact Report and Responses to Comments

A 45-day public review of the Draft PEIR began May 9, 2011, and ended June 22, 2011. The City of Vista (city) has evaluated comments received on the Draft PEIR and has prepared written responses. The city has forwarded written responses to all public agencies that sent comments on the Draft

PEIR, providing each public agency at least 10 days to review the responses prior to the City Council hearing (State CEQA Guidelines Section 15088[b]).

The city will post the Final PEIR on the city's website (<http://www.cityofvista.com/departments/communitydev/environmentaldocuments.cfm>) for review at least 10 days prior to the public hearing.

## 1.4 Certification of the Final Program Environmental Impact Report

Certification of the Final PEIR is required prior to approving the GP Update. Pursuant to State CEQA Guidelines Section 15090(a)(1), (2), and (3), the lead agency must certify that:

- The Final PEIR has been completed in compliance with CEQA;
- The Final PEIR was presented to the decisionmaking body of the lead agency and the decisionmaking body reviewed and considered the information contained in the Final PEIR prior to approving the project; and
- The Final PEIR reflects the lead agency's independent judgment and analysis.

## 1.5 Findings of Fact

Implementation of the GP Update would result in significant impacts, prior to mitigation, to air quality, biological resources, climate change, cultural resources, noise and vibration, public services and recreation, and transportation and circulation. CEQA requires that the city make findings on each significant impact, accompanied by a brief explanation of the rationale for each finding (State CEQA Guidelines Section 15091). The findings must be supported by substantial evidence in the record. The possible findings are:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final PEIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by another agency and can and should be adopted by that agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final PEIR.

The Findings of Fact for the Final PEIR is available under separate cover and accompanies the GP Update, Final PEIR, MMRP, and SOC in the official Staff Report to the Planning Commission and City Council.

## 1.6 Mitigation Monitoring and Reporting Program

The purpose of adopting an MMRP is to ensure the mitigation measures listed in the Final PEIR to reduce significant impacts are implemented.

The MMRP is included as Attachment A to this document and accompanies the GP Update, Findings, and SOC in the official Staff Report to the Planning Commission and City Council.

## 1.7 Statement of Overriding Considerations

Implementation of the GP Update would result in significant and unavoidable adverse impacts even after mitigation is applied. Development under the plan would result in significant and unavoidable adverse impacts on air quality, climate change, and traffic and circulation. Significant and unavoidable adverse cumulative impacts would also occur on air quality, climate change, and traffic and circulation,

CEQA requires the decisionmaking 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 lead agency determines that the benefits outweigh the unavoidable adverse environmental effects, the lead agency may consider the significant unavoidable adverse environmental effects “acceptable.” A written statement of the specific reasons to support the approval is required. (State CEQA Guidelines Section 15093[a] and [b]).

The SOC for the significant and unavoidable adverse impacts is provided under separate cover and accompanies the GP Update, Final PEIR, MMRP, and Findings in the official Staff Report to the Planning Commission and City Council.

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## 2.1 Distribution of the Draft PEIR

The Draft PEIR prepared for the city was sent to the State Clearinghouse and distributed to the agencies and the general public for a 45-day review beginning on May 9, 2011, and ending June 22, 2011. The Draft GP Update and the Draft PEIR were available for public review at:

- City of Vista, Community Development Department, 200 Civic Center Drive, Vista, California 92084; and
- City’s website: <http://www.cityofvista.com/departments/communitydev/environmentaldocuments.cfm>.

## 2.2 Comments on the Draft PEIR

The city received nine comment letters on the Draft PEIR during the 45-day public review period. Two additional letters (Walk San Diego and San Luis Rey Band of Mission Indians) were received after the close of the comment period, but the city elected to respond to them nonetheless. Table 2-1 lists the agencies, organizations, and individuals who commented on the Draft PEIR and shows where the comment letter is duplicated in this chapter.

**Table 2-1. Public Comments Received on the Draft PEIR**

| Letter | Date Received (2011) | Individual/Organization                                    | Page  |
|--------|----------------------|--|-------|
| 1      | May 17               | Native American Heritage Commission                        | 2-3   |
| 2      | June 22              | California Department of Fish and Game, South Coast Region | 2-6   |
| 3      | June 22              | County of San Diego, Department of Planning and Land Use   | 2-41  |
| 4      | June 9               | Department of Toxic Substances Control                     | 2-53  |
| 5      | June 20              | Preserve Calavera  | 2-56  |
| 6      | June 21              | California Department of Transportation                    | 2-80  |
| 7      | June 22              | San Diego Gas and Electric                                 | 2-84  |
| 8      | June 24              | San Diego Association of Governments                       | 2-91  |
| 9      | September 14         | Walk San Diego   | 2-98  |
| 10     | September 14         | San Luis Rey Band of Mission Indians                       | 2-111 |
| 11     | June 20              | Vallecitos Water District                                  | 2-121 |

## 2.3 Responses to Comments

In compliance with State CEQA Guidelines Section 15088, the city has evaluated the comments on significant environmental issues received from agencies and other interested parties and has prepared written responses to each comment pertinent to the adequacy of the environmental analyses contained within the Draft PEIR. In addition, where appropriate, the basis for incorporating specific suggestions into the GP Update is provided. In each case, the city has expended a good faith effort, supported by the facts in the administrative record, to respond to comments.

Revisions herein do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. Changes are provided in tracking mode (underline for new text and strike out for deleted text). Minor text changes, such as typographical errors, were made to the Final EIR as necessary. However, these minor text changes are not included in this document. Some comments have prompted changes to the text of the Draft PEIR or to the Draft GP Update, which are referenced in this chapter and shown in the Chapter 3 of this Final PEIR. A copy of each comment letter is provided below, and responses to each comment letter follow immediately after.

## 2.3.1 Comment Letter 1 – Native American Heritage Commission

05/17/2011 14:28 FAX 916 657 5390

NAHC

Comment Letter 1

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pscbell.net](mailto:ds_nahc@pscbell.net)



May 17, 2011

Mr. John Hamilton, AICP – Environmental Planner  
**CITY OF VISTA**  
200 Civic Center Drive  
Vista, CA 92084-6275

Sent by FAX to: 760-639-6109  
No. of Pages: 2

Re: Tribal Consultation Per Government Code §§ 65092, 65351, 65352.3, 65352.4, 65560 and 65562.5 (SB 18) for General Plan 2030 Update & "Draft Environmental Impact Report (DEIR), SCH#2009121028; located in the City of Vista; San Diego County, California

Dear Mr. Hamilton:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. The Native American Heritage Commission is the state "trustee agency" designated for the protection of Native American Cultural Resource pursuant to CA Public Resources Code §21070.. Attached is a consultation list of tribes with traditional lands or cultural places located within the Project Area of Potential Effect (APE) . The tribal entities on the list are for your guidance for government-to-government consultation purposes. Pursuant to CA Public Resources Code §5097.95, please provide pertinent project information to the tribal consulting parties.

1-1

The NAHC did perform a Sacred Lands File search of the project location and **Native American cultural resources were identified** within the City of Vista . Also, the NAHC Sacred Lands Inventory is not exhaustive; cultural resources may be discovered during construction ground-breaking activity. Please contact the Native Americans on the attached list to determine, from their knowledge, if the proposed changes might impact on Native American cultural resources.. in order to see if your proposed project might impact Native American cultural resources that may be affected by the proposed action. If so, Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "substantial," and Section 2183.2 requires documentation, data recovery of cultural resources identified.

The Native American Heritage Commission works with Native American tribal governments regarding its identification of 'Areas of Traditional Use,' The Commission may adjust the submitted data defining the 'Area of Traditional Use' in accordance with generally accepted ethnographic, anthropological, archeological research and oral history.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Tribal Consultation List

05/17/2011 14:28 FAX 916 657 5390

NAHC

002

**Native American Tribal Consultation List**  
**San Diego County**  
 May 17, 2011

Pala Band of Mission Indians  
 Tribal Historic Preservation Office  
 35008 Pala Temecula Rd, PMB 445 Luiseno  
 Pala , CA 92059 Cupeno  
 sgaughen@palatribe.com  
 (760) 891-3500

La Jolla Band of Mission Indians  
 ATTN: Rob Roy, Environmental Director  
 22000 Highway 76 Luiseno  
 Pauma Valley , CA 92061  
 lajolla-sherry@aol.com and  
 (760) 742-3790

Pauma & Yuima Reservation  
 Randall Majel, Chairperson  
 P.O. Box 369 Luiseno  
 Pauma Valley , CA 92061  
 paumareservation@aol.com  
 (760) 742-1289

Rincon Band of Mission Indians  
 Tiffany Wolf, Cultural & Environmental Department  
 P.O. Box 68 Luiseno  
 Valley Center , CA 92082  
 council@rincontribe.org  
 (760) 297-2632

Rincon Band of Mission Indians  
 Bo Mazzetti, Chairperson  
 P.O. Box 68 Luiseno  
 Valley Center , CA 92082  
 council@rincontribe.org  
 (760) 749-1051

San Luis Rey Band of Mission Indians  
 Tribal Council  
 1889 Sunset Drive Luiseno  
 Vista , CA 92081  
 760-724-8505

*This list is current only as of the date of this document.*

*Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.*

*This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.*

## Response to Letter 1 – Native American Heritage Commission

### Comment 1-1 Response

The comments in the letter are acknowledged. The Native American Heritage Commission (NAHC) was notified on September 26, 2007, via the requirements of Senate Bill (SB) 18, requesting information regarding the presence or absence of sacred lands within the City of Vista (city) as part of the preparation of a background/existing conditions report for the Vista General Plan 2030 Update (GP Update). As your letter states, NAHC did perform a Sacred Lands file search that showed the presence of Native American cultural resources within Vista, and recommended contact with nine individuals or representatives of recognized Native American groups with the potential for traditional lands or cultural places within the Area of Potential Effect (APE). Consultation was initiated with the contacts listed in the initial response, which are the same as indicated in NAHC's May 17, 2011 letter. The Pala Band of Mission Indians responded stating that the city is outside their "traditional use area"; no other responses from tribes other than the San Luis Rey Band of Mission Indians have been received to date. Carmen and Mark Mojado, members of the San Luis Rey Band of Mission Indians and residents of Vista, were contacted by phone on October 10, 2007. As expressed by Carmen Mojado, "preservation of some sites as a reminder and as an educational tool for the city's patrons is valued by local Native Americans." Based on correspondence with members of the San Luis Rey Band of Mission Indians, this tribe is recognized as the Most Likely Descendant for Native American cultural resources discovered within the City of Vista.

As noted in sub-section 4.5.4.4.2, Archaeological Resources, under Significance Determination, page 4.5-25 of the PEIR, "future projects within the city that have the potential to impact archaeological resources would be identified and evaluated on a site-by-site basis through the Initial Study (IS) process as identified in the State CEQA Guidelines." Specific requirements regarding the need for onsite Native American monitoring are addressed in Mitigation Measures M-CR-1a and M-CR-1b.

Further, the city received a letter from the San Luis Rey Band of Mission Indians regarding the GP Update and associated Draft PEIR, which is included in the Response to Comments (Comment 10-1 Response through Comment 10-7 Response). The city has modified draft policies and incorporated new policies into the Cultural, Historical, and Paleontological Resources section of the Resource Conservation and Sustainability (RCS) Element in response to the letter. With incorporation of the policies included in the RCS Element, and the mitigation measures included in the PEIR, appropriate procedures are in place to ensure that potential impacts on cultural resources are avoided, minimized, or fully mitigated.

## 2.3.2 Comment Letter 2 – California Department of Fish and Game, South Coast Region

Comment Letter 2



State of California – The Natural Resources Agency  
**DEPARTMENT OF FISH AND GAME**  
 South Coast Region  
 3883 Ruffin Road  
 San Diego, CA 92123  
 (858) 467-4201  
<http://www.dfg.ca.gov>

Edmund G. Brown, Jr., *Governor*  
 John McCamman, *Director*



June 22, 2011

Mr. John Hamilton  
 City of Vista  
 Community Development Department  
 200 Civic Center Drive,  
 Vista, CA 92084-6275

**Subject: Comments on the City of Vista Draft General Plan 2030 and Draft Program Environment Impact Report San Diego County, California (SCH #2009121028)**

Dear Mr. Hamilton:

The California Department of Fish and Game (Department) has reviewed the above-referenced draft Program Environmental Impact Report (PEIR) for the City of Vista General Plan (2030) dated May 2011. The comments provided herein are based on the information provided in the draft PEIR and associated documents, our knowledge of sensitive and declining vegetation communities, and our participation in regional conservation planning efforts.

Our review and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code §2050 et seq.) and Fish and Game Code Sections 1600 et seq. The Department also administers the Natural Community Conservation Planning (NCCP) Program, including the Final Subregional Multiple Habitat Conservation Program (MHCP) for northwestern San Diego County (April 2003) which includes the City of Vista (City). The City signed an enrollment agreement for the MHCP in 1992 and is a signatory to the Implementing Agreement (IA). Each signatory is responsible for the preparation and implementation of a Subarea Plan. NCCP permits will be issued to participating cities that are signatories to the MHCP Implementing Agreement upon completion and Department of Fish and Game approval of their individual subarea plans consistent with the approved subregional plan.

The General Plan Update provides a unique opportunity to develop and refine City-wide policies and strategies that could lead to more effective implementation of resource conservation and species protection, including compliance with State and Federal endangered species acts and NCCP ( e.g., MHCP). Our comments are meant to complement existing work completed to date and provide guidance on how to finalize the City's Draft General Plan so that it complements, and does not result in any conflict between existing and future plans and regulations for species protection that have received, or are anticipated to receive State and Federal permits. Our comments focus on several General Plan policies and issues, including implementation of the MHCP, mitigation for impacts to sensitive habitats, avoidance of the bird breeding season, land acquisition and regional coordination. Where applicable, our comments should also be addressed in the final environmental document that will be prepared for the General Plan.

*Conserving California's Wildlife Since 1870*

Mr. John Hamilton  
 June 22, 2011  
 Page 2 of 6

**A. Draft General Plan Policies**

- 2-1 1. The draft General Plan references the NCCP and MHCP in one policy in the Resource Conservation and Sustainability (RCS) Element of the draft General Plan (Page 4-8), as follows:
- "RCS Policy 5.9: Work toward adopting a Habitat Conservation Plan (a Subarea Plan) for Vista to support the subregional (North County) Multiple Habitat Conservation Plan (MHCP), the other multiple habitat species planning efforts underway in the San Diego region, and the conservation goals of California's Natural Community Conservation Planning (NCCCP) Act."*
- The City's MHCP Subarea Plan is one of the primary tools for the City to implement and achieve many of the Conservation Element requirements under California General Plan law [California Government Code Section 65302 (d)(1)]. As such, we recommend that it should be identified in the General Plan Update and associated PEIR as one of the primary tools to achieve City goals for the conservation of wildlife and natural communities.
- 2-2 2. The Department also recommends that the following programmatic policies (or equivalent) be added to the RCS to further its resource conservation and species protection in the General Plan:
- A policy that would establish biological conservation as the primary objective within the MHCP preserve system wherever potential recreation activities or other resource conflicts may become an issue; and,
  - A strategy to integrate NCCP/HCPs with watershed planning, greenhouse gas reductions (global climate change) and other regional planning involving natural resources. This would potentially allow the City to maximize access to multiple sources of grant funding for conservation-related purposes.

**B. Draft General Plan PEIR-Section 4.3 (Biological Resources)**

- 2-3 1. *MHCP Analysis:* Both the draft General Plan and related PEIR provide some general discussion of the MHCP Subregional Plan (2003). The draft General Plan references the NCCP and MHCP in one policy on page 4-8 (See comment A1) and Section 4.3.3 of the PEIR provides a discussion of the state NCCP Act as well as the North County MHCP Subregional Plan, which was completed in 2003. As described in the PEIR (page 4.3-15), the North County MHCP is a NCCP subregional plan for the northwestern portion of San Diego County which encompasses 111,908 acres (29,962 acres of natural habitat) and provides for the coverage of 61 species. The MHCP subregion encompasses seven incorporated cities: Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The PEIR, however, does not indicate that the City of Vista, signed an NCCP enrollment/planning agreement in 1992. This information should be added to the final PEIR.
- The PEIR provides an adequate summary of the state NCCP program and MHCP Subregional Plan but lacks sufficient information and analysis on the MHCP, including the commitments the City has made, the status and role of the City's Subarea Plan in implementing General Plan conservation policies, and how any changes to development densities and distribution under the opportunity areas (OAs) would potentially impact any of the Focused Planning Areas (FPA) in the final MHCP Subregional Plan. As described in Section 4.3 of the PEIR, the General Plan Update would also continue to allow for development outside the OAs, most notably in several of the vacant areas and undeveloped areas located outside of the Open Space designation that support native and naturalized vegetation

Mr. John Hamilton  
 June 22, 2011  
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2-3  
 cont.

communities within the City are potentially susceptible to development. Therefore, future development under the General Plan Update and related OAs could have the potential to conflict with several provisions of the finalized MHCP Subregional Plan and should be fully evaluated and disclosed in the final PEIR.

2-4

2. *Section 4.3.3.4 (Local)* states that the updated General Plan would include policies within the RCS Element to help protect resources. However, there are several important conservation guidelines in the adopted MHCP that appear to be missing from the General Plan and PEIR analysis and that should be identified, evaluated and incorporated into the final project documentation as policies and/or mitigation measures. These relevant MHCP policies and guidelines include the following, which are mostly found in Sections 6.0 (Guidelines for Compatible Land Uses, Preserve Management, and Monitoring) of the final MHCP (See Attachment 1): Fire Management (6.3.4); Habitat Restoration (6.3.5); Erosion Control (6.3.6); Landscaping Restrictions (6.3.7); Recreation and Public Access (6.3.8); Fencing, Signs, and Lighting (6.3.9); Predator and Exotic Species Control (6.3.10); Hydrology and Flood Control (6.3.11); and, Species Reintroduction (6.3.12).

In addition, Section 6.2.3 (Development) for the MHCP provides best management guidelines that are designed to protect the biological resources in the MHCP preserve area while allowing compatible development for limited uses (e.g., trails) in appropriate areas (See Attachment 1). These guidelines address having a biologist oversee all aspects of construction monitoring, noise emissions, minimum setbacks, the use of access road and placement of equipment. These MHCP best management guidelines and practices should also be incorporated into the final General Plan and final PEIR as policies and/or mitigation measures.

3. *4.3.4.3 (Thresholds of Significance)*: This section acknowledges that the City is one of seven incorporated cities located within the adopted North County MHCP, but then concludes that threshold No. 6, does not apply because, to date, the City's Subarea Plan has not been approved or adopted.

2-5

The City signed an enrollment agreement in 1992 (See Comment B1 above) and the MHCP Subregional Plan was completed in 2003 (EIR # SCH No. 93121073). At a minimum, the final PEIR should evaluate how the proposed General Plan and OAs would potentially impact FPA's identified in the MHPA and any of the planning guidelines and conservation measures anticipated through the MHCP for the City of Vista. For example, there are provisions of the MHCP that could potentially apply to the City of Vista Subarea Plan and should be evaluated within the context of the General Plan Update (See also comment No. B2 above). These relevant MHPA policies include, but are not limited to:

- Both inside and outside the FPAs, impacts to narrow endemic species should be avoided as much as possible; that is, it is assumed that existing populations will be conserved and managed onsite. For analysis purposes, the MHCP plan assumes that 100% of location points, population, or acreage with narrow endemic species within hardline FPAs will be conserved, 95% within softline FPAs, and at least 80% outside FPAs.
- Mitigation for unavoidable impacts could include, in addition to mitigation for vegetation communities noted above, special management or restoration requirements, as specified in a jurisdiction's subarea plan.
- Primary conservation actions for natural habitat inside a FPA are assumed to be impact avoidance and minimization of unavoidable impacts. Inside a FPA, habitat that is conserved through impact avoidance may be used, subject to the jurisdiction's mitigation guidelines, to satisfy the mitigation obligation associated with habitat impacts of development elsewhere onsite.



Mr. John Hamilton  
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4. 4.3.4.4.1 (*Candidate, Sensitive, or Special - Status Species*): This section of the draft PEIR concludes that although much of the development would be focused within several of the OAs, new development, particularly outside the OAs, would have the potential to directly or indirectly impact habitats that support or have the potential to support candidate, sensitive, or special-status species. The draft PEIR also identifies several General Plan policies and mitigation measures to help protect biological resources within the City, including nesting birds. These policies include those for consultation (RCS 5.1), impact minimization (RCS 5.2), native landscaping (RCS 5, 6), location development and infrastructure (RCS 5.7), biological information/database (RCS 5.8), M-B1-1 Habitat (Assessment and Focused Surveys for Special Status Species), and M-B1-2 (Bird Nest Avoidance).

2-6

The Department recommends that the following information be included in these policies and measures to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources and to ensure the project is consistent with, and does not adversely effect, ongoing regional habitat conservation planning efforts including the adopted MHCP.

a) *M-B1-1 Habitat (Assessment and Focused Surveys for Special Status Species)*: The breeding season dates for the identified species should be consistent with the MHCP as follows:

- Arroyo toad—March 1 through September 30
- Least Bell's vireo— March 1 through September 30
- Willow flycatcher (all subspecies)— March 1 through September 30
- Coastal California gnatcatcher— March 1 through September 30

The measures for species surveys should specify that all surveys be conducted to Wildlife Agency protocols and at the appropriate time of the year by a qualified biologist with demonstrated experience with the species. Surveys which were conducted more than two years ago, or that are not representative of local conditions should be updated to protocol standards.

2-7

b) *M-B1-2 (Bird Nest Avoidance)*: The Department recommends that the following revisions (in strikeout/underline format) to the proposed measure to ensure consistency with Fish and Game Code (e.g., Section 3500 *et seq.*) and the Migratory Bird Treaty Act (16 USC 703–711):

If construction activities occur between January 15 and ~~August 31~~September 15, a preconstruction survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors. The results of the surveys shall be submitted to the City (and made available to the Wildlife Agencies, upon request) prior to initiation of any construction activities. If nesting activities within ~~2300~~ feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer (~~e.g., 300-feet~~) from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions. The results of all biological monitoring shall be submitted to the City (and made available to the Wildlife Agencies, upon request). The Wildlife Agencies are available for consultation regarding nesting status and appropriate buffers. Also, ~~at no time is take of California Fully Protected species permitted~~ (Fish and Game Code Section 3511).

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5. 4.3.4.4.2 (*Sensitive Habitat*)

The draft PEIR identifies that to help protect biological resources within the City, the General Plan Update would implement several self-mitigating policies and measures that would help reduce impacts on biological resources. In addition to RCS Policies 5.1, 5.2, 5.6, 5.7, and 5.8 listed above, the draft PEIR identifies that the following policies and mitigation measures would be adopted: RCS Policy 4.3 (Low Impact Development (LID) techniques); RCS Policy 4.5: (native and non-invasive vegetative buffer strips); RCS Policy 4.8: (retain and restore creeks and waterways); RCS Policy 4.9: (Channel Alteration); RCS Policy 6.1: (Property Acquisition and Protection); RCS Policy 6.2 (Habitat Linkages); and, RCS Policy 7.3 (Preserve sensitive lands).

2-8

The Department concurs that all of the proposed General Plan RCS policies and PEIR measures would help protect biological resources. However, we have the following recommendations to ensure the policies and measures would be consistent with the MHCP and other regional conservation planning efforts in San Diego County. These policies and measures should be consistent with what has been approved in the final MHCP and recommend incorporating the language from the final MHCP (see comment B1 and B2 above).

a). *M-BI-3 (Habitat Assessment/Biology Report)*: This mitigation measure identifies the requirement to conduct a habitat assessment in areas undisturbed by prior development to determine whether sensitive natural communities (including riparian vegetation) are present and provides several measures to guide mitigating for significant impacts, including:

The Department agrees with measures M-B1-3, items a) through d). Also, we recommend that the MHCP best management practices identified in comment No. B2 above be incorporated into this section of the final PEIR. For our recommendations on avoidance of the avian breeding season (measure e), please see comment No. B4b) above. For measure f), the Department recommends that the mitigation ratios identified in the MHCP should be identified and incorporated into the final General Plan and PEIR. Tables 4-6 and 4-7 of the final MHCP provide the following mitigation ratios by upland vegetation group and wetlands, respectively, within the MHCP planning area (see Attachment 1 to this letter):

2-9

5. 4.3.4.4.3 (*Wetlands*)

The Department recommends that a 100-foot buffer be identified for all jurisdictional areas. Also, the mitigation ratios for final MHCP should also be incorporated into the final General Plan and PEIR (See Comment B5f above).

2-10

6. 4.3.4.4.4 (*Movement of Wildlife*)

The draft PEIR identifies several important wildlife movement areas within the project area. These areas include the San Luis Rey River at Guajome Regional Park and areas associated with Agua Hedionda Creek. Impacts from development of projects allowed under the General Plan to wildlife movements are considered potentially significant and mitigation should be provided. Mitigation measures M-B1-5 (Avoidance and Minimization Measures for Continued Wildlife Movement) requires that avoidance and minimization measures shall be developed that ensure the continued movement of wildlife through a specific corridor or area. Measures shall be specific to each project and be determined by a qualified biologist during project design.

These policies and measures for M-B1-5 (items a through e) should be consistent with what has been approved in the final MHCP and recommend incorporating the language from the final MHCP (see comment B1 and B2 above). For example, minimization measure e) and the analysis for wildlife movement in the final PEIR should incorporate the design guidelines for corridors described in Section 6.2.3 (Development) of the MHCP. These guidelines provide as follows,

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2-10  
cont.

*"Use bridges, instead of culverts, for all major riparian crossings and regional wildlife movement corridors, and use 3-meter chain-link fencing to direct wildlife movement toward the wildlife underpass. The site of the riparian crossing and its importance as a wildlife corridor should dictate the design. Noise within underpasses should be less than 60 dBA (decibels, A-weighted scale) during the time of day at which the animals use it. Shield corridors from artificial lighting. Use skylight openings within the underpass to allow for vegetative cover within the underpass. Design underpasses or culverts to be at least 30 feet wide by 15 feet high with a maximum 2:1 length-to-width ratio. Avoid co-locating human trails and wildlife movement corridors/crossings."*

We appreciate the opportunity to comment on the draft General Plan and PEIR and to assist the City in further minimizing and mitigation project impacts to biological resources consistent with the MHCP and other regional conservation planning efforts in San Diego County. If you have questions or comments regarding this letter, please contact Bryand Duke (858) 637-5511, [BDuke@dfg.ca.gov](mailto:BDuke@dfg.ca.gov) or Randy Rodriguez (858) 637-7100, [RFRodriguez@dfg.ca.gov](mailto:RFRodriguez@dfg.ca.gov).

Sincerely,

*Theresa A. Stewart*  
Edmund Pert  
Regional Manager  
South Coast Region

Attachment(s): 1. Final MHCP (2003) –Tables 4.6 and 4.7 and Section 6.0. (Sent Electronically)

cc: State Clearinghouse, Sacramento  
David Zoutendyk, U.S. Fish and Wildlife Service, Carlsbad  
Janet Stuckrath, U.S. Fish and Wildlife Service, Carlsbad  
Randy Rodriguez, San Diego  
Bryand Duke, San Diego

ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

Section 4

Assembling the MHCP Preserve

**Table 4-6**

**RATIOS OF MITIGATION OBLIGATION TO IMPACTED AREA BY HABITAT GROUP<sup>1</sup>**

| Habitat Group               | Location of Impacted Habitat              |                               |
|-----------------------------|---|-------------------------------|
|                             | Inside Focused Planning Area <sup>2</sup> | Outside Focused Planning Area |
| Group A. Wetland/Riparian   | No net loss (see Table 4-7)               |                               |
| Group B. Rare upland        | 3:1                                       | 2:1                           |
| Group C. Coastal sage scrub | 2:1                                       | 1:1                           |
| Group D. Chaparral          | 1:1                                       | 0.5:1                         |
| Group E. Annual grasslands  | 0.5:1                                     | 0.5:1                         |
| Group F. Other lands        | None <sup>3</sup>                         | None <sup>3</sup>             |

<sup>1</sup> These assumptions have been developed for the purpose of analyzing preserve assembly and financing of MHCP implementation. Jurisdictions participating in the MHCP could use different mitigation ratios, if they demonstrate that the methods of preserve assembly proposed in the subarea plan would achieve equivalent or greater levels of conservation than those described in the MHCP plan.

It is also assumed that jurisdictions would independently determine, through the process of reviewing and approving project plans, the appropriate balance of land development and habitat conservation. For purposes of analysis, mitigation ratios for unavoidable impacts as shown in this table are assumed to be applied separately from the determination of onsite conservation through impact avoidance. The mitigation ratios neither require nor limit the avoidance of impacts to biological resources addressed by the MHCP plan.

<sup>2</sup> Primary conservation actions for natural habitat inside a FPA are assumed to be impact avoidance and minimization of unavoidable impacts. Inside a FPA, habitat that is conserved through impact avoidance may be used, subject to the jurisdiction's mitigation guidelines, to satisfy the mitigation obligation associated with habitat impacts of development elsewhere onsite.

<sup>3</sup> A local jurisdiction may require mitigation or levy of an in-lieu mitigation fee for impact to this habitat group if it finds that such actions are necessary to meet the goals of the MHCP or the subarea plan.

## ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

Section 4

Assembling the MHCP Preserve

Table 4-7

**REPLACEMENT MITIGATION RATIOS FOR IMPACTS TO  
WETLAND VEGETATION COMMUNITIES**

| <b>Wetland Vegetation Community</b> | <b>Mitigation Ratio<sup>2</sup></b> |
|-------------------------------------|-------------------------------------|
| Coastal salt marsh                  | 4:1                                 |
| Alkali marsh                        | 4:1                                 |
| Estuarine                           | 4:1                                 |
| Saltpan / mudflats                  | 4:1                                 |
| Oak riparian forest                 | 3:1                                 |
| Riparian forest                     | 3:1                                 |
| Riparian woodland                   | 3:1                                 |
| Riparian scrub                      | 1:1 to 2:1                          |
| Fresh water                         | 1:1                                 |
| Freshwater marsh                    | 1:1 to 2:1                          |
| Flood channel                       | 1:1 to 2:1                          |
| Disturbed wetlands                  | 1:1 to 2:1                          |
| Vernal pool                         | 2:1 to 4:1                          |

<sup>1</sup> These communities are subject to the goal of no net loss in acreage, function, and biological value (see Section 3.6.1). The highest priority will be given to impact avoidance and minimization. Replacement of habitat subject to unavoidable impact will occur through restoration or creation of substitute habitat areas, generally of the same kind and in the vicinity of the impacted habitat.

<sup>2</sup> Mitigation ratios applicable in areas subject to review by the California Coastal Commission will be addressed in the cities' respective subarea plans. Such ratios may differ from those noted here.

## ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

## Section 6

## Preserve Management and Monitoring

## 6.0 GUIDELINES FOR COMPATIBLE LAND USES, PRESERVE MANAGEMENT, AND MONITORING

As an urban preserve plan for wildlife, the MHCP will enhance the region's quality of life, providing the North County cities with recreational and educational opportunities while conserving the region's unique biodiversity and maintaining populations of sensitive resources. To succeed in these goals, the MHCP requires active management and land use restrictions on conserved lands that respond to the special interface between developed lands and open space. Adaptive management measures and good land use planning will minimize impacts to individuals or populations of covered species from development abutting the preserve. A process for monitoring of the habitats and species in the preserve, described in the Biological Monitoring and Management Plan (MHCP Volume III), will help to improve the effectiveness of individual management plans. The following sections establish general guidelines for compatible land uses and development within and adjacent to the preserve and provide a framework for consistent and coordinated management and monitoring of the preserve.

Existing legal land uses within and adjacent to the preserve may continue, and existing ownerships will be maintained unless lands are otherwise obtained by public entities through purchase, dedication, or donation. On private lands that become part of the preserve, public access will be allowed only on properties where access has been granted by the owner through an appropriate easement or on property that has been voluntarily dedicated in fee title to a public agency or nonprofit organization. The jurisdictions will review new public facilities for consistency with the MHCP to maximize public safety and minimize management concerns and biological impacts.

### 6.1 ROLE OF SUBAREA PLANS

Subarea plans provide specific land use, site design, and management guidelines to ensure preserved lands are managed for the long-term conservation of biological resources. Subarea plans address which uses will be allowed within and adjacent to the preserve; ensure that permitted uses are compatible with preserve objectives; and require that direct and indirect impacts to sensitive habitats and covered species be reduced or eliminated by activity restrictions, project design, and management practices. Land uses that have unavoidable direct or indirect substantial impacts to preserve functions are considered incompatible in preserve areas.

Guidelines for land uses, site design, and management actions included in subarea plans should consider the following factors:

- type and location of resources to be protected;
- sensitivity to disturbance of the species to be protected;
- type of vegetation and topography;
- type and intensity of land uses and cumulative impacts of a combination of uses; and
- type and intensity of human activity adjacent to the preserve.

The subarea plans and implementing regulations include specific site design objectives to ensure that development impacts on biological resources in the preserve are appropriately avoided or minimized. Subarea plans also prescribe guidelines to ensure that impacts from development are contained within the development area and do not affect the preserve. Incorporating

## ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

## Section 6

## Preserve Management and Monitoring

appropriate site design measures into projects abutting the preserve will assist in avoiding, minimizing, and mitigating impacts to the preserve from new development.

Where impacts to the preserve from development are unavoidable, specific management measures may be required, especially where individuals or populations of covered species are located in preserve areas adjacent to development. Habitat linkages and corridors that abut development may also require specific management actions and activity restrictions.

Preserve management measures needed to reduce impacts to individuals or populations of covered species from development abutting the preserve will be incorporated into subarea plans and associated management plans as described in Section 6.3.1.

## 6.2 GUIDELINES FOR LAND USES WITHIN AND ADJACENT TO THE PRESERVE

This section assesses general compatibility of land uses with preserve areas and provides suggestions to reduce impacts. Site-specific land use compatibility may differ between individual subarea plans, depending on the factors noted in Section 6.1. In the event of any inconsistencies between the general guidelines in the MHCP plan and specific guidelines or requirements in a subarea plan, the subarea plan shall take precedence.

### 6.2.1 Public Use

A key objective of the MHCP plan is to provide passive recreation and educational opportunities within the preserve, while providing adequate protection for biological resources and ensuring that private property rights are respected. Riding and hiking trails will be allowed within appropriate portions of the preserve to provide passive recreational opportunities for the public. Other passive activities such as photography, bird watching, scientific research, and public education programs are also encouraged. Sailing, swimming, and fishing can also be compatible with biological objectives of the MHCP.

Individual subarea plans and management plans should address allowable uses and their location to ensure protection of biological resources. Trail systems must be clearly defined with appropriate signs and regular maintenance. Existing recreation facilities should be managed to promote the improvement of habitat nearby. Most importantly, the public should be encouraged to assume pride of ownership in the preserve system.

Active recreational uses, such as camping, athletic fields, and other organized sports activities, are incompatible within preserve areas and linkages but may be compatible at the edges of preserves, provided that light, noise, and trash impacts are controlled and do not adversely affect covered species. Off-highway vehicle use is incompatible within the preserve.

### 6.2.2 Agriculture

Agricultural uses are generally compatible with adjacent preserve areas. The MHCP recognizes that agricultural lands can be important to the needs of wildlife, providing linkages between native habitats and providing foraging habitat for raptors. Furthermore, agricultural lands may serve as transition areas between the preserve and intensive development.

An Agricultural Issues Subcommittee of the MHCP Advisory Committee was formed to address the specific needs of the agricultural community with respect to the benefits provided by the MHCP. That subcommittee developed the following provisions.

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## Preserve Management and Monitoring

**Incidental Take Provision for Ongoing Agricultural Activities**

At the option of participating jurisdictions, take authorizations may apply to agricultural activities in the MHCP study area on lands outside the FPA that are being actively and legally used for agricultural purposes on the effective date of the appropriate implementing agreement (agricultural activities include crop, animal, and forage production; grazing; and fallowing when used as a necessary production technique). Take authorizations for ongoing agricultural activities become effective for such lands upon the participating jurisdiction's issuance of a "certificate of inclusion," or other similar documentation, to the landowner. This certificate will identify the parcel number, acreage affected, and current landowner and will include a map specifying the location of the parcel.

The CDFG, in cooperation with the Department of Food and Agriculture, agricultural commissioners, and agriculturists, has regulations to authorize voluntary programs for routine and ongoing agricultural activities on farms that encourage habitat for wildlife. The MHCP encourages property owners to consider entering into conservation agreements with the CDFG. These agreements will be considered consistent with the MHCP and subarea plans.

**Safe Harbor Provision**

The MHCP plan supports the formation of cooperative Safe Harbor agreements between the wildlife agencies and agriculturists, without requiring the involvement of local jurisdictions. The Safe Harbor policy provides assurances to private landowners, who undertake voluntary conservation actions on their lands, that their future land use activities will not be further restricted by the presence of covered species becoming established on their land as a result of these conservation efforts. Thus, landowners who agree to manage their lands in a manner that attracts endangered or threatened species or expands their presence will be guaranteed that, as a result of their good stewardship, they will not be penalized with additional regulatory requirements for those lands. The policy is intended to create incentives for landowners to engage in land use and management practices that benefit rare and endangered species.

**Agriculture as a Compatible Land Use**

As stated above, the MHCP recognizes the importance of some agricultural lands as wildlife habitat and considers agricultural activities to be compatible adjacent to preserve areas. Neither the MHCP nor its subarea plans impose new regulations on existing agricultural activities or attempt to displace existing agriculture. Use of fertilizers and pesticides will continue to be governed by local agricultural commissions, the California Department of Pesticide Regulation, and through the use restrictions placed on the container of the product by the U.S. Department of Agriculture and EPA.

**Voluntary Incorporation of Lands into the Preserve System**

Only agricultural lands of biological significance that are set aside as open space by the property owner or are acquired from willing sellers at fair market value will be included in the preserve.

The Agricultural Issues Subcommittee also discussed deferral of mitigation for agricultural impacts to habitat, but no agreement was reached on this issue by the subcommittee members. Thus, conversion of habitat to agricultural production requires appropriate mitigation at the time of impact, similar to any development proposal.



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## Section 6

## Preserve Management and Monitoring

**6.2.3 Development**

Subarea plans identify permitted land uses and their location and design within and adjacent to the preserve. Through the subarea plans and regulations, the participating jurisdictions will ensure that direct and indirect impacts of new development on the preserve will be minimized using good land planning and design principles and preserve management provisions. These issues will be addressed through the existing project review process and CEQA documentation, as required.

The subarea plan and/or implementing regulations will address the following site design objectives: avoidance and minimization of impacts to biological resources within the preserve from new development, and retention of core areas and functional linkages. Potential impacts from new development on biological resources within the preserve that should be considered in the design of any project include:

- authorized and unauthorized access;
- introduced predators;
- nonnative invasive species;
- illumination;
- drain water (point source);
- urban runoff (nonpoint source); and
- noise.

Subarea plans and associated regulations and ordinances should provide incentives to cluster development away from core biological areas and sensitive resources in the preserve. Careful planning of access, building pads, utilities, fencing, brush management, and landscaping can further minimize impacts of new development adjacent to the preserve. The determination of the specific measures necessary to contain impacts from a new development project, and thereby avoid, reduce, or mitigate edge effects on the preserve to less than significant levels, will be the responsibility of the take authorization holder through the applicable project and environmental review process.

New residential, commercial, and industrial uses and landfills are not compatible within the preserve. Lower intensity uses, such as passive recreation and limited utility corridors, may be compatible with certain restrictions. Residential development can promote habitat loss and fragmentation; degrade soil, air, water, and visual quality; promote brood parasitism by increasing cowbird populations; introduce nonnative species; alter the composition of wildlife communities; and increase predation by domestic animals. Commercial development may have fewer indirect impacts, although lighting impacts can be greater. Heavily used roads and rail lines can isolate populations, increase mortality, restrict wildlife movement, interrupt breeding cycles, and affect runoff, among other impacts.

Existing and planned regional public facilities identified in existing general plans, such as utilities and other infrastructure, are expected to be incorporated into subarea plans in a manner that will allow planned preserve areas to function. Such facilities, if subject to the discretionary authority of the take authorization holder, must conform to the appropriate subarea plan with regard to site design criteria and mitigation. The following general guidelines are designed to protect the biological resources in the MHCP preserve area while allowing compatible development for limited uses (as described above) in appropriate areas. More detailed Best Management Practices are described in Appendix B of MHCP Volume II.

- Retain a biologist to review grading plans (e.g., all access routes and staging areas), oversee all aspects of construction monitoring, educate contractors about the biological sensitivities associated with the area, and ensure compliance with mitigation measures.

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## Section 6

## Preserve Management and Monitoring

- Design placement of new development in lower quality or disturbed areas. Avoid areas that have the potential to be used as wildlife movement corridors or habitat linkages.
- Avoid landform alteration of major natural features. Configure development to existing topography to minimize grading and land alteration.
- Restrict heavy equipment and construction activities, including disposal of excess fill, to designated areas.
- Use existing access roads or already disturbed areas to the degree feasible. Where new access is required, all vehicles should use the same route, even if this requires heavy equipment to back out of such areas. Clearly mark all access routes outside of existing roads or construction areas.
- When stockpiling topsoil, it should be placed in disturbed areas without native vegetation, areas to be impacted by project development, or in nonsensitive habitats.
- Locate staging areas in disturbed habitat, to the degree feasible.
- Designate no-fueling zones a minimum distance of 10 meters (33 feet) from all drainages and away from fire-sensitive areas.
- Schedule construction through sensitive areas to minimize potential impacts to biological resources. Construction adjacent to drainages should occur during periods of minimum flow (i.e., summer through the first significant rain of fall) to avoid excessive sedimentation and erosion and to avoid impacts to drainage-dependent species. Construction near riparian areas or other sensitive habitats should also be scheduled to avoid the breeding season (March through September) and potential impacts to breeding bird species.
- Noise impacts are a concern around areas supporting breeding bird habitat. To avoid or minimize noise impacts, limit construction activities during the breeding season (March through September) to those that will not produce significant noise impacts (i.e., noise levels greater than 60 dB  $L_{eq}$  [decibels, equivalent sound level] at the edge of the habitat of concern). Conduct preconstruction surveys at potential impact areas between mid-May and mid-June.
- Require setback limitations from sensitive habitat areas, including a minimum setback outside the root protection zone for all trees to be preserved. Require special construction techniques such as concrete pumping to the site and on-grade construction to protect tree roots.
- Design placement of new utility corridors to minimize fragmentation and edge effects.
- Encourage underground utilities and trenchless technology, where possible. Use narrow construction easements, and when possible, use practices such as jacking pipelines under drainages. Require restoration plans and construction monitoring plans for utility corridor construction and repairs approved by the wildlife agencies.
- Encourage greater flexibility in engineering design standards for park roads and maintenance roads through preserve areas. Design these roads to minimize biological impacts while still considering safety standards (e.g., minimize road-bed width, eliminate shoulders on rural roads and maintenance roads, and minimize the number and location of maintenance roads).

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- Use bridges, instead of culverts, for all major riparian crossings and regional wildlife movement corridors, and use 3-meter chain-link fencing to direct wildlife movement toward the wildlife underpass. The site of the riparian crossing and its importance as a wildlife corridor should dictate the design. Noise within underpasses should be less than 60 dBA (decibels, A-weighted scale) during the time of day at which the animals use it. Shield corridors from artificial lighting. Use skylight openings within the underpass to allow for vegetative cover within the underpass. Design underpasses or culverts to be at least 30 feet wide by 15 feet high with a maximum 2:1 length-to-width ratio. Avoid co-locating human trails and wildlife movement corridors/crossings.
- Construct noise barriers for short sections of road that may impact wildlife breeding.
- Minimize any materials sidcasting during road construction and maintenance.
- Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels.

Future and currently unplanned regional facilities (as of date of take authorization issuance) will avoid preserve areas. Any projects thus constructed cannot compromise overall levels of conservation in the preserve or adversely affect preserve and species goals and must mitigate in accordance with the applicable subarea plan. Mitigation must be directed into the preserve.

#### 6.2.4 Mineral Extraction

In the MHCP study area, mining consists primarily of sand, rock, and gravel extraction using open pit and instream mining methods. Mining causes long-term or permanent impacts to the landscape, including the loss of habitat and topsoil; increased dust, noise, and traffic; nonnative species invasion; habitat fragmentation; and changes to the topography. In addition, instream mining may alter, temporarily or permanently, hydrologic regimes and species' habitat.

The MHCP plan does not impose any new regulations on owners or operators of existing mining operations. These owners/operators may obtain management authorizations or permits directly from the wildlife agencies. Alternatively, participating jurisdictions may develop a process to amend previously approved local permits, subject to necessary mitigation and approval from the wildlife agencies, to allow owners/operators to avail themselves of take authorizations and third-party beneficiary status, pursuant to the MHCP.

New or expanded mining operations on lands conserved as part of the preserve are incompatible with MHCP preserve goals for covered species and their habitats. New or expanded rock, sand, and gravel extraction facilities outside of lands conserved as part of the preserve must be designed and mitigated for, consistent with the subarea plan and implementing regulations.

Land associated with abandoned mining operations within the preserve should be assessed for reclamation potential. Lands suitable for reclamation should be restored using native species. If such lands are not suitable for restoration, a compatible second use should be identified, such as trail access points, park headquarters, parking areas, interpretive centers, and research stations.

#### 6.2.5 Itinerant Worker Camps

Transients and migrant workers sometimes maintain shelters and living areas illegally within habitat areas. Such living areas have a detrimental effect on native vegetation and wildlife use, including an increase in refuse, poaching of wildlife, increased fires, and raw sewage disposal that can pollute water resources. The volume of refuse generated attracts black rats, which

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contribute to the decline of native rodent populations. Although scattered living areas will be difficult to control, villages of transients are incompatible with the preserve areas and linkages and should be removed.

**6.3 GUIDELINES FOR PRESERVE MANAGEMENT****6.3.1 Preparation of Framework Monitoring and Management Plans**

Each take authorization holder (city) will prepare a framework monitoring and management plan as a condition of its implementing agreement with the wildlife agencies. The framework monitoring and management plan will provide general direction for all preserve management issues within the subarea plan's boundaries and will reference the subregional MHCP Biological Monitoring and Management Plan (see Volume III). The cities also will develop area-specific management directives in accordance with the framework plan to address monitoring and management issues at the site-specific level. Area-specific management directives will be prepared, as necessary, and coordinated with the wildlife agencies prior to adoption as lands are conserved as part of the preserve.

Management on some of the preserve areas is expected to be minimal, consisting primarily of enforcing land use restrictions, such as offroad vehicle restrictions, no-hunting regulations, and other existing ordinances or regulations. Smaller, more fragmented preserve areas will require more active management to achieve their biological potential as part of the preserve system. The majority of the preserve is currently constrained by adjacent development and disturbed habitat areas. Some of these areas will require active habitat restoration or enhancement to protect or improve their value as habitat linkages and wildlife movement corridors.

**Framework Monitoring and Management Plans**

Framework monitoring and management plans will identify and prioritize the specific species populations and vegetation communities to be managed and will identify monitoring and management activities, specific to individual regions, core areas, or linkages of the jurisdiction, that address specific covered species requirements and the individual city's preserve objectives. Framework management and monitoring plans will establish a process to develop area-specific management directives and describe how adaptive management will be undertaken based on new information on species and ecosystem needs. Existing management plans will be incorporated into the framework plan. Unless otherwise included within the subarea plan, each city will submit to the wildlife agencies for review a draft framework monitoring and management plan within 6 months of issuance of take authorizations. The draft framework plan will be available for public review. The framework plan will be reviewed and approved by the wildlife agencies and finalized by the city within an additional 3 months.

**Area-Specific Management Directives**

Area-specific management directives will be developed and implemented to address species and habitat management needs in a phased manner for individual parcels or project areas, once conserved as part of the preserve, including any species-specific management required as conditions of the take authorizations. The project CEQA document, when necessary, will include these area-specific management directives.

Both framework plans (generally) and area-specific management directives (specifically) will address the following management and monitoring actions, as appropriate:

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- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• fire management</li> <li>• public access control</li> <li>• fencing and gates</li> <li>• ranger patrol</li> <li>• trail maintenance</li> <li>• visitor/interpretive services</li> <li>• volunteer services</li> <li>• hydrological management</li> <li>• signs and lighting</li> <li>• trash and litter removal</li> <li>• access road maintenance</li> </ul> | <ul style="list-style-type: none"> <li>• domestic animal access control</li> <li>• enforcement of property and/or homeowner requirements</li> <li>• removal of invasive species</li> <li>• nonnative predator control</li> <li>• species monitoring</li> <li>• habitat restoration</li> <li>• management for diverse age classes</li> <li>• use of herbicides and rodenticides</li> <li>• biological surveys</li> <li>• species management conditions</li> </ul> |
|--|--|

Depending on the size and resources of the preserve unit, an area-specific monitoring and management plan may be a separate document or a brief attachment to the city's subarea plan that includes a map of resources on the preserve property, describes site-specific threats to resources, and identifies site-specific management and monitoring actions to address these threats (see example attachment in Volume III, Appendix B.8). Area-specific monitoring and management plans or directives must be developed and approved by the wildlife agencies for preserve lands no later than 2 years after lands are dedicated to the preserve and implemented immediately upon approval of the management plan.

The preparation and implementation of framework plans and area-specific management directives will be coordinated among subareas to ensure that the overall needs of species and habitats are met on a regional basis. Preserve managers will be required to review and update management plans as necessary. A status report shall be submitted every 3 years to the wildlife agencies. The report will summarize management activities, describe management priorities for the next 3-year period, discuss restoration activities, and evaluate funding and the ability to meet resource management goals.

### 6.3.2 Responsibility for Preserve Management and Biological Monitoring

Each take authorization holder will be responsible (either directly or through agreements with other agencies or organizations) for the management and biological monitoring of the following:

- its own public lands (including those with conservation easements);
- lands obtained as mitigation (where those lands have been dedicated to the jurisdictions or land management agency in fee title or easement); and
- lands within its jurisdiction that have been acquired through the regional funding program.

Likewise, the federal and state agencies will manage and monitor their present land holdings, consistent with the MHCP plan. To ensure uniformity in data gathering and analysis, the wildlife agencies will assume primary responsibility for coordinating the MHCP biological monitoring program, analyzing data, and providing information and technical assistance to take authorization holders (see Section 6.4.1).

### 6.3.3 Preserve Management on Private Lands

Private lands conserved through avoidance in compliance with a jurisdiction's regulations may be transferred in fee title, or easement managed in perpetuity, to a government or nonprofit agency if the landowner voluntarily dedicates the land. Open space areas associated with existing residential developments and governed by homeowners' associations (HOA) will be

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maintained according to HOA guidelines. The HOAs will be responsible for controlling trash, fire, and illegal encampments. HOA open space areas may receive active biological monitoring and management pursuant to the MHCP if there is a regional funding source for biological management activities and if there are no legal (i.e., HOA) impediments. New HOA open space conserved after the subarea plan is adopted will be managed and monitored according to the specifications in the subarea plan.

If land is used as mitigation for public or private project impacts, or if private land is purchased with public funds or voluntarily dedicated in fee title, habitat management will be required consistent with the MHCP plan, subarea plan, and habitat management plan.

Private landowners within the preserve who are not third-party beneficiaries of the local jurisdiction's take authorizations will have no additional obligations as a result of the MHCP for management or biological monitoring of their lands. Private landowners who are third-party beneficiaries will be responsible for habitat management of preserve lands they choose to retain in private ownership to the extent required by the jurisdiction's subarea plan and implementing regulations and as specified as conditions of development permits. However, no additional fees will be charged to landowners for biological monitoring.

### 6.3.4 Fire Management

#### Management Issues

Fire management can focus on two potentially different objectives: achievement of biological resources goals, and hazard reduction for humans and their property. Biological resources goals recognize that fire is a natural process in ecosystems. Many vegetation communities in the study area depend on a regular cycle of burning for maintaining a balance of species, seed viability, and reproduction. However, in urbanized portions of San Diego County, the natural fire cycle is affected by human activities, both by increasing fire frequency in some locations and decreasing it in others through fire prevention measures.

Fire management for human safety should continue in a manner that is compatible with conservation of biological resources. Fire management for human hazard reduction involves reducing fuel loads in areas where fire may threaten human safety or property, suppressing fires once they have started, and providing access of fire suppression equipment and personnel.

#### Management Recommendations

The framework management plan should address brush management and whether use of fire is necessary to manage the composition and age structure of vegetation communities. The small size of many MHCP preserve areas will make the use of fire difficult or impractical for biological management. The local fire department should be consulted so that both biological and safety goals are met. Brush management to reduce fuel and protect urban uses will occur where development is adjacent to the preserve. Fire management should be consistent with the recommendations of the Wildland/Urban Interface Task Force.

#### Fire Management Practices

- Identify potential fuel reduction zones or firebreak locations as well as access routes for fire equipment in the event of wildland fires that pose safety concerns.
- To the degree feasible, site fuel reduction zones, firebreaks, and access routes to avoid sensitive biological resources, preferably at the top or bottom of a slope rather than

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across a slope. Use existing firebreaks (e.g., natural ridge lines, roads, fire roads) where available.

- In smaller fragmented preserve areas, manage fuel loads primarily for human safety, using mechanical fuel control measures such as chopping, crushing, disking and chaining, removal, and herbicides. Additional methods of value in smaller areas include mowing, trimming, and hand clearing. In general, chopping and crushing are the recommended methods based on biological and fuel reduction values and safety concerns. Crushing with a device called a “sheep’s foot” may be an alternative form of fuel control in some situations.
- In larger preserve areas, such as in northeast and southeast Carlsbad and Daley Ranch in Escondido, manage both for biological resources needs and for safety considerations. Where chaparral or coastal sage scrub stands are more than 20 years old, evaluate the need for prescribed burning, where practical, given safety and cost considerations. Fire management practices should be based primarily on the risks of uncontrolled wild fire in proximity to developed areas.

Where preserve areas are planned adjacent to existing developed areas, the fuel management zone may encroach into the preserve. Where new development is planned, brush management will be incorporated within the development boundaries and will not encroach into the preserve. Subarea plans should identify what entities (e.g., land owner, city, or homeowners’ associations) have responsibilities for brush management.

### 6.3.5 Habitat Restoration

#### Management Issues

Restoration is the process of reestablishing or enhancing historic biological functions and values to degraded habitats. Restoration methods range from active revegetation to passive management. Generally, labor-intensive restoration methods involving active revegetation take less time to achieve biological goals but at greater cost than more passive management techniques, such as fencing to limit further disturbance.

Active revegetation and restoration projects rely on techniques that encourage natural regeneration or use intensive horticultural methods such as planting, seeding, transplanting, and salvaging. The source of seeds and plants used for such projects has tremendous genetic implications. Non-local planting stock can introduce novel, undesirable, or maladapted genotypes into the ecosystem. Use of non-local stock may also result in mortality or problems with growth and reproduction. Thus, active restoration programs should use propagules from sources close to the restoration site. Planting stock must also be inspected for invasive pests, such as Argentine and fire ants, and any infested stock must be removed from the vicinity of the reserves and properly treated or disposed.

#### Management Recommendations

Restoration is necessary to enhance linkages and disturbed habitats and should include reintroduction of native species and eradication of nonnative ones. Project-specific mitigation plans should identify where restoration is most needed, and detailed restoration management plans should be prepared, as part of area-specific management directives, according to the following guidelines:

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Section 6Preserve Management and MonitoringEvaluate Restoration Needs and Feasibility

- Identify and prioritize potentially restorable areas based on subarea conservation objectives, focusing on the need for connectivity, territory size, and the potential to enhance habitats of sensitive species.
- Evaluate potentially restorable areas based on the level of effort and cost needed to restore them as functional habitat. Cost estimates should include implementation and monitoring efforts.
- Assess existing site quality, site access, adjacent land uses, difficulty of achieving restoration goals, and cost of available restoration techniques appropriate to the site conditions.
- Assess the physical factors of the restoration sites, including topography, slope, aspect, elevation, drainage, soils, hydrologic regime, and climatic regime.
- Assess existing biological conditions, past management practices, and sources of disturbance.
- Collect reference data from an adjacent or nearby habitat in good condition to serve as a planning guide and as a subsequent comparison with monitoring data from the restoration site.

Develop a Conceptual Restoration Plan

- Develop a conceptual restoration plan, followed by formal plans and specifications for those areas in which active revegetation methods (installation or maintenance) are proposed. Identify restoration goals and objectives, restoration design criteria, project management and implementation responsibilities, scheduling constraints, planting materials, equipment constraints, evaluation criteria, and remedial measures. Most restoration plans will be a combination of long-term management changes combined with more active revegetation where feasible.
- Develop formal construction documents that address the specific responsibilities and authorities of applicable personnel (e.g., the land manager, contractors, monitors, etc.). Specifications should include all pertinent conditions, coordination requirements, schedules, warranty periods, protected areas, and restricted activities. These plans will be installed by a registered landscape contractor experienced with restoration of native habitats, although volunteer help may be used if correctly supervised.
- Specify seed and plant procurement procedures a year in advance of actual planting. Use propagules only from sources near the restoration site. Do not allow species substitutions unless approved by the project restorationist. Integrate genetic conservation considerations into procurement specifications.
- Require exotic plant control and debris removal prior to restoration planting and during establishment of the plantings. Exotic plant control specifications should describe techniques, target species, safety precautions, and compliance with laws and regulations. Such specifications must be developed by a licensed pest control advisor if chemical controls are recommended.
- Use mycorrhizal fungi, where appropriate. A mutualistic relationship exists between plant roots and mycorrhizae. Certain plant species benefit from increased ability to take



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up nutrients and withstand drought when mycorrhizae are present. Site disturbances, especially the removal or disturbance of the topsoil layers, can cause mycorrhizae to die out on a site. Weed invasion can further lower mycorrhizal presence in the soil. Mycorrhizal inoculation of the soil will reintroduce the fungi to sites where it has been lost. Such inoculation can be accomplished through planting inoculated container plants or the introduction of litter, duff, or soil from an infected site. The best source of mycorrhizal fungi is salvaged topsoil taken from an infected site, although the fungi can be killed if the soils are stored improperly. Topsoils may also contain other essential ecosystem components such as humus and soil fauna.

- Specify irrigation necessary to establish restoration plantings. Irrigation operation specifications should also include system maintenance and coverage monitoring. Irrigation of restoration projects differs from conventional landscaping where irrigation is provided indefinitely. In native restoration projects, the goal is to aid plant establishment to the point that the plants become self-sufficient on natural sources of precipitation. Some types of restoration may not need irrigation.
- Delineate site protection measures both during construction and afterward during the establishment period. Protection may include the use of fences, flagging, signs, trails, patrols, and other barriers. Protection of the site often requires management of offsite resources and contaminants, drainage, exotic plant species, vandalism, and trash.
- Establish maintenance standards to ensure restoration success. Intensive maintenance at least once a month during the first 2 years after planting is usually required, and where necessary, should include irrigation, weed control, debris removal, replanting, reseeding, staking, erosion control, fertilization, pest control, and site protection. Maintenance should be conducted until the plants have demonstrated that they can sustain themselves (generally 3 to 5 years) without significant maintenance such as irrigation or weeding.

Develop a Restoration Monitoring Program

- Where any active revegetation is necessary to accomplish restoration goals, provide clearly defined contractor education and construction monitoring programs to ensure proper installation and maintenance and to protect sensitive resources adjacent to the restoration area.
- Establish long-term biological and horticultural monitoring programs following revegetation.
  - a. Biological monitoring: Collect field data to assess whether project goals are being met, including species composition, mortality of plantings, cover at different vegetation levels, species distribution and diversity, and wildlife monitoring. Collect similar data from reference sites for comparison.
  - b. Horticultural monitoring: Supervise the actions of the maintenance contractor, and recommend remedial actions to ensure proper erosion control, debris removal, weed and pest control, irrigation scheduling and cessation, and protective fencing.
- Specify performance standards by which the restoration will be judged. These are usually developed from a combination of existing reference site data and prior measurements in other restoration endeavors. Design monitoring of restoration sites to supply data to evaluate these standards. Develop remedial measures in advance of project implementation should performance standards not be met.

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Existing restoration and monitoring plans would be acceptable provided they meet the objectives and goals of the MHCP. For example, enhancement plans already have been prepared for San Elijo Lagoon and Batiquitos Lagoon. The San Elijo plan provides recommendations and methodology for increasing tidal circulation to the lagoon, restoring tidal salt marsh habitat, stabilizing brackish and freshwater marsh areas, removing exotic species, revegetating degraded habitat areas, and closing unnecessary trails through sensitive habitat areas. Some of these recommendations already have been implemented. The Batiquitos restoration plan has been completed, and a 10-year monitoring plan is underway.

**6.3.6 Erosion Control****Management Issues**

Erosion is promoted by the combination of erodible soils, steep slopes, soils with low water-holding capacity, sparse to no vegetation, and hydrologic condition of the soils. Erosion can be aggravated by human disturbance and fire-control activities. Erosion hazards to biological resources include pollution and sedimentation of important water sources and the loss of vegetative cover from landslides.

**Management Recommendations**Identify and Prioritize Areas for Erosion Control

- Identify areas of moderate to severe erosion within and adjacent to the preserve.
- Determine causes of erosion and current or potential adverse or beneficial effects on habitat within the preserve.
- Rank identified erosion areas according to threats to biological resources. Include an assessment of cost for erosion control measures.

Develop Erosion Control Plans

- As part of area-specific management directives, develop and implement an erosion control plan for high priority erosion control areas. In general, this will include establishing physical features to slow surface flow and dampen initial precipitation impact, and revegetation of eroded surfaces for long-term protection. In steep areas, rock areas, and areas of high storm flow, permanent rock or concrete revetments may be required to stabilize undesirable erosive forces.

Address Slope Stabilization and Surface Drainage

- Prepare contingency native seeding plans for highly erosive areas temporarily disturbed by fire.
- Prohibit bare surface grading for fire control on slopes. Ensure that all techniques implemented for fire control leave (or replace) adequate vegetation cover to prevent surface erosion.
- Ensure that all areas identified for revegetation are adequately stabilized by either a binder or straw cover after planting to minimize surface erosion.
- Ensure that no new surface drainage is directed into the preserve.

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Section 6Preserve Management and Monitoring**6.3.7 Landscaping Restrictions****Management Issues**

Landscaping (i.e., the introduction of native or nonnative plant species around developed areas) is often in direct conflict with biological objectives. Of particular concern are (1) the introduction of nonnative, invasive species that can displace native species in natural communities; (2) horticultural regimes (irrigation, fertilization, pest control, and pruning) that alter site conditions in natural areas, thereby promoting shifts in species composition from a native to a nonnative flora; and (3) genetic contamination from the introduction of native cultivars not collected onsite or in proximity to the site.

**Management Recommendations**

Because preserve lands are designated as biological open space, active landscaping should be absent or minimal. However, where landscaping may be required, or where problems are anticipated in preserve areas due to landscaping in nearby developed areas, the following guidelines should be followed:

Control Exotic Plant Species

- Prohibit the use of nonnative, invasive plant species in landscaping palettes in preserve areas or for new public projects within 200 feet of the preserve. This includes container stock and hydroseeded material.
- Revegetate areas of exotic species removal with species appropriate to the biological goals of the specific preserve area.

Control Exotic Animal Species

- Control the spread of exotic invertebrate pests by inspecting all planting stock before it is delivered to any property in or adjacent to a reserve. Argentine ants and red fire ants are two highly invasive and destructive pests that are known to be transported in container stock. Any container stock to be imported into the FPA, or into any reserve area or property adjacent to a reserve area, will be first inspected by qualified experts to detect Argentine ants, fire ants, and any other invasive pests. No infected stock shall be permitted within 300 feet of natural habitats. Infected stock will be property treated or disposed of by qualified experts based on Best Management Practices.

Monitor Horticultural Regimes

- Control irrigation of landscaping material within 200 feet of the preserve boundary to prevent runoff into the preserve. Irrigation runoff alters conditions in natural areas that are adapted to xeric (dry) conditions, thereby promoting establishment of nonnative plants and displacement of native species. In addition, irrigation runoff can carry pesticides into natural areas, adversely affecting both plants and wildlife.
- Monitor and limit, to the degree feasible, fertilization of ornamental plants on all public areas draining into the preserve, to reduce excess nitrogen runoff to areas of native vegetation. Excess nitrogen is detrimental to plant mycorrhizal growth and fosters exotic weed invasion. Initiate fertilizer management programs that apply the minimal amount of fertilization required for all public horticultural areas adjoining the preserve.

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- Limit ornamental pest control activities adjacent to the preserve, to the degree feasible.

Avoid Genetic Contamination

- Avoid genetic contamination of native plant species by prohibiting the introduction of cultivars or native species from different geographic regions. If these introductions are similar enough genetically to native species in the preserve, then cross-breeding or hybridization could occur. All stock introduced into the preserve that has the potential for breeding with native species already present onsite should be propagated from material collected in the vicinity. Special attention should be given to the elimination of native plant landscaping cultivars of coastal sage scrub and chaparral species taken from central or northern California locations, or from islands off the coast of southern California.

**6.3.8 Recreation and Public Access****Management Issues**

Public access is appropriate in selected areas of the preserve to allow entry for passive recreational purposes and to promote understanding and appreciation of the natural resources. Excessive or uncontrolled access, however, can result in habitat degradation through trampling and erosion (e.g., along trails) and disruption of breeding and other critical wildlife functions at certain times of the year.

Passive recreational activities (e.g., hiking, bird watching) are anticipated within the preserve and are generally compatible with MHCP conservation goals. In general, passive activities pose a significant threat to biological resources when the level of recreational use becomes too intense or in areas of sensitive resources. Active recreational activities such as picnicking, equestrian use, and mountain biking may also occur in or adjacent to the preserve, if restricted to selected areas. These activities are conditionally compatible with biological objectives of the MHCP.

Because of the relatively small size and fragmented nature of the MHCP preserve system, active recreational uses that require new development, such as access roads, parking lots, service facilities, maintenance buildings, and landscaping, are not appropriate within the preserve. Construction of these facilities can cause further habitat fragmentation and can result in increased traffic, auto emissions, and petrochemical runoff; pesticide and fertilizer runoff; use of invasive nonnative plants in landscaping; use of outdoor lighting; and changes in local drainage patterns. These activities may have adverse impacts to air and water quality as well as wildlife use of the area and should not be sited within the preserve boundaries.

Adverse impacts of offroad vehicle use include reductions in air quality due to automotive exhaust and creation of dust, soil erosion and sedimentation into local waters, noise, and habitat degradation. Disturbance from offroad vehicles can also disrupt breeding activities. For these reasons, offroad vehicle use is not compatible in the preserve.

**Management Recommendations**

Recreational use of the preserve should be consistent with the protection and enhancement of biological resources. Existing recreational facilities should be managed to promote the maintenance of habitat value surrounding these facilities. Anticipated active recreation projects should be accommodated outside the preserve on land not required to meet covered species' habitat needs.

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Section 6Preserve Management and MonitoringDevelop a Recreation Plan or Review Existing Plans for Compliance

- Determine appropriate levels of passive and selected active recreational activities within the preserve, depending on the resources to be protected, season, and successional stage of the vegetation.
- Prohibit recreational activities that require construction of new facilities or roads.
- Develop design standards for new trail construction that address the avoidance of sensitive species, unique habitats, wildlife corridors, erosion control, and access to major features.
- Establish a recreational area patrol to regulate use of the preserve.
- Emphasize the use of “fire-safe” native plants in landscaping along preserve edges. Prohibit the use of invasive exotics, and adopt an exotic plant control plan.
- Require lighting use restrictions consistent with existing city lighting guidelines within 200 feet of the preserve. Direct lighting in adjacent areas away from the preserve.

Specific Recreational Activities

- Passive Uses
  - a. Limit or restrict passive uses in critical wildlife areas during the breeding season, as determined appropriate.
  - b. Minimize adverse effects of passive recreation, such as trampling vegetation and erosion.
  - c. Provide litter control measures, such as closed garbage cans and recycling bins, at access points for the preserve.
- Day Use
  - a. Site picnic areas at the edges of the preserve.
  - b. Collect garbage frequently and instruct day users not to feed wildlife.
- Equestrian Use
  - a. Prohibit horses in riparian areas. Construct trails away from riparian or other sensitive habitat. Provide alternative sources of water, where possible.
  - b. Mulch trail surfaces to minimize erosion. Do not use materials for trail mulch that are a source of seed of invasive exotic species. Prohibit use of eucalyptus chips that could suppress native plant growth adjacent to trails.
  - c. Limit equestrian use to specified trails that are wider than foot trails (minimum 8 feet wide) to prevent trail edge disturbance and on grades no greater than 25%. If trails become degraded due to heavy use, rotate or limit use during certain seasons to minimize further degradation.

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- d. Prohibit corrals, arenas, stables, and other associated equestrian facilities within the preserve. Locate staging areas for trailheads adjacent to existing roads and away from sensitive resource areas.
- Mountain Biking
  - a. Limit mountain bike trails to areas not highly susceptible to erosion and out of wetlands and other sensitive areas.
  - b. Construct trails wider than foot trails (minimum 6 feet wide) to prevent trail edge disturbance and on grades no greater than 25%.
  - c. Rotate bike use by closing trails periodically to prevent trail degradation if a problem develops.
  - d. Construct barriers to restrict access to sensitive areas.

Public Access

- Ensure that public access of the preserve is consistent with the protection and enhancement of biological resources. Monitor existing access areas to ensure that they do not degrade or inhibit biological values, and prioritize future access areas for protection of biological resources.
  - a. Seasonally restrict access to certain trails if deemed necessary to prevent disturbance of breeding activities.
  - b. Close unnecessary trails to minimize biological impacts. Abandon and revegetate steep eroding trails.
  - c. Locate new trails away from sensitive resources or restrict their use so that covered species are not adversely affected.
  - d. Construct trails to any prominent features or viewpoints that are likely to attract hikers, thereby preventing extensive trampling and compaction.
  - e. Install water breaks on steep trails to prevent accelerated runoff and erosion.
  - f. Establish patrols to identify trail maintenance needs, garbage, vandalism, and habitat degradation and to enforce land use restrictions.

**6.3.9 Fencing, Signs, and Lighting****Management Issues**

Fencing plays an important role in the use of the landscape by humans, domestic animals, and wildlife. Fencing can restrict grazing and control human access, particularly off-highway vehicles. Fencing can direct wildlife to road undercrossings and prevent road kills. However, fencing also can restrict normal wildlife movement, restrict access to food and water, and guide wildlife onto roads.

Signs educate, provide direction, and promote the sensitive use and enjoyment of natural areas, but they can also inadvertently invite vandalism and other destructive behavior. Signs that

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explain the rules of the preserve (campfires, firearms usage, camping, etc.) are most effective at public entrance points. Signs for educational nature trails and on roads near wildlife corridors (to reduce road kills) also should be posted at appropriate locations.

Artificial lighting adversely impacts habitat value of the preserve, particularly for nocturnal species. Therefore, lighting should not be permitted in the preserve except where essential for roadways, facility use, and safety. Along preserve edges, major highway lighting should be limited to low pressure sodium sources directed away from preserve areas.

**Management Recommendations**Fencing

- Dismantle existing fencing inside the preserve, except where needed to:
  - a. Restrict grazing; use of 4-foot-high, 5-strand barbed wire fencing may be needed to restrict livestock from riparian areas.
  - b. Limit road kills; fencing should be used to funnel wildlife away from at-grade road crossings and toward undercrossings; fencing at wildlife undercrossings should be 10 feet high.
  - c. Protect particularly sensitive species or habitats; use perimeter fencing in linkage areas where preserve widths are narrower and there is greater exposure to adverse effects.
  - d. Restrict human access; limit human access to designated trails using natural vegetation, topography, signs, and limited fencing.
  - e. Define or use private properties in the preserve at the desire of the owners.
- Design and locate fences within the preserve so they do not impede wildlife movement.

Signs

- Provide educational brochures, interpretive centers, and signs to educate the public about the resources and goals of the MHCP.
- Establish signs for access control and education at the periphery of the preserves that are open to human access. Post signs to prohibit firearms and pets.
- Use signs for educational nature trails.
- Limit the use of signs to attract attention to sensitive species, as such designation may invite disturbance of their habitat.
- Use temporary signs to indicate habitat restoration or erosion control areas.
- Use barriers and informational signs to discourage shortcuts.
- Establish road signs near wildlife corridors to help reduce road kills.

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- Eliminate lighting in or adjacent to the preserve except where essential for roadway, facility use, and safety and security purposes.
- Use low-pressure sodium illumination sources. Do not use low voltage outdoor or trail lighting, spotlights, or bug lights. Shield light sources adjacent to the preserve so that the lighting is focused downward.
- Avoid excessive lighting in developments adjacent to linkages through appropriate placement and shielding of light sources.

**6.3.10 Predator and Exotic Species Control****Management Issues**

Native species are often at a disadvantage after exotic species or nonnative predators are introduced, so special management measures are needed to control exotic species and nonnative predators. Nonnative plant and animal species have few natural predators or other ecological controls on their population sizes, and they thrive under conditions created by humans. These species may aggressively outcompete native species or otherwise harm sensitive species. When top predators are absent, intermediate predators multiply and increase predation on native bird species and their nests. Feral and domestic animals, particularly cats, also prey on small native wildlife species. Agricultural areas, livestock holding areas, and golf courses provide resources for increased populations of parasitic cowbirds, which adversely affect native songbird populations. Litter and food waste from migrant worker camps and picnickers can contribute to an increase in Argentinean ant populations, which outcompete native ants, the primary food resource of San Diego horned lizards.

**Management Recommendations**Feral and Domestic Animal Control

- Document evidence of feral or domestic animal use in the preserve.
- Establish an education program for homeowners regarding responsible pet ownership. The program should encourage (a) keeping pets indoors, especially at night; (b) having pets neutered or spayed to reduce unwanted reproduction and long-range wanderings; (c) belling of cats to reduce their effectiveness as predators; (d) discouraging release of unwanted pets into the wild; and (e) keeping dogs on leashes when walking them on trails in preserve areas.
- Fence areas between selected areas of the preserve and adjacent housing to keep pets out of particularly sensitive areas.
- Establish a feral animal removal program.

Cowbird Trapping Program

- Document and monitor the extent of cowbird parasitism on target species nests in the preserve.



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- If necessary, establish a cowbird trapping program to increase nesting success of target species affected by cowbird parasitism.

Native Predator Control

- Monitor population levels of selected native predators (bobcat, coyote).
- Institute an educational program to explain the role and necessity of large native predators within the ecosystem and the need to protect them from disturbance.
- If key native predator species (coyote, bobcat) are extirpated from the preserve, initiate a program to control mesopredators (gray fox, skunks, raccoon, and opossum).

Exotic Plant Control

- Prioritize areas for exotic species control based on aggressiveness of invasive species and degree of threat to the native vegetation. Refer to Table 6-1 for a partial list of exotic plant species that could threaten native habitats.
- Eradicate species based on biological desirability and feasibility.
- Use an integrated pest management approach, i.e., use the least biologically intrusive control methods, at the most appropriate period of the growth cycle, to achieve the desired goals.
- Consider both mechanical and chemical methods of control. Only herbicides compatible with biological goals should be used. Only licensed pest control advisers are permitted to make specific pest control recommendations.
- Properly dispose of all exotic plant materials that are removed from preserve lands (e.g., in offsite facilities).
- Revegetate exotic weed removal areas with species appropriate to biological goals.

**6.3.11 Hydrology and Flood Control****Management Issues**

Native habitats have evolved based, in part, on the distribution and flow characteristics of water. Key water-related issues potentially affecting the preserve include the magnitude, quality, and duration of flows; episodic disturbances; and sediment transport.

The seasonal and annual variations in the flows of many streams and coastal lagoons have changed over the years as a result of flow regulation, discharge of treated effluents, groundwater pumping, channelization, agricultural and urban runoff, mining, and reservoir construction. Urban runoff and treated effluent discharges can contribute toxic substances to surface waters, and channelization can alter sediment transport regimes, which can change certain habitat characteristics and quality.

Episodic disturbance associated with floods, extensive wildfires, or large landslides are characteristic of channels and riparian corridors in coastal watersheds. These events periodically establish new bed conditions and patterns of habitat along drainages. The frequencies and magnitudes of disturbance will often determine the composition and structure of

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habitats along drainages, and disturbance is integral for maintenance of high wildlife quality in many habitats.

Sediment transport in drainages can be altered by factors such as mineral extraction operations, upland land uses, control structures, channelization, and habitat alteration.

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Table 6-1

## COMMON INVASIVE EXOTIC PLANT SPECIES

|   |  |   |
|---|--|---|
| <i>Acacia</i> spp.<br>Acacia                        | <i>Cortaderia selloana</i><br>Pampas grass         | <i>Phoenix canariensis</i><br>Canary Island palm    |
| <i>Ailanthus altissima</i><br>Tree-of-heaven        | <i>Cotoneaster pannosa</i><br>Cotoneaster          | <i>Phragmites australis</i><br>Common reed          |
| <i>Arundo donax</i><br>Giant reed                   | <i>Cynara cardunculus</i><br>Artichoke thistle     | <i>Pyracantha angustifolia</i><br>Pyracantha        |
| <i>Atriplex semibaccata</i><br>Australian saltbush  | <i>Cynodon dactylon</i><br>Bermuda grass           | <i>Raphanus sativus</i><br>Wild radish              |
| <i>Bambusa</i> spp.<br>Bamboo                       | <i>Delairea odorata</i><br>German ivy              | <i>Ricinus communis</i><br>Castor bean              |
| <i>Brassica</i> spp.<br>Mustard                     | <i>Dipsacus</i> spp.<br>Teasel                     | <i>Robinia pseudoacacia</i><br>Black locust         |
| <i>Carduus</i> spp.<br>Thistle                      | <i>Eucalyptus</i> spp.<br>Gum, eucalyptus          | <i>Salsola tragus</i><br>Russian thistle            |
| <i>Carpobrotus chilensis</i><br>Iceplant            | <i>Foeniculum vulgare</i><br>Fennel                | <i>Schinus molle</i><br>California pepper           |
| <i>Carpobrotus edulis</i><br>Iceplant               | <i>Hedera helix</i><br>English ivy                 | <i>Schinus terebinthifolius</i><br>Brazilian pepper |
| <i>Centaurea solstitialis</i><br>Yellow starthistle | <i>Lepidium latifolium</i><br>Perennial pepperweed | <i>Silybum marianum</i><br>Milk thistle             |
| <i>Chenopodium</i> spp.<br>Goosefoot, lambsquarter  | <i>Melilotus</i> spp.<br>Sweet clover              | <i>Spartium junceum</i><br>Spanish broom            |
| <i>Chrysanthemum</i> spp.<br>Chrysanthemum          | <i>Muehlenbeckia complexa</i><br>Mattress vine     | <i>Tamarix</i> spp.<br>Tamarisk, salt cedar         |
| <i>Cirsium</i> spp.<br>Thistle                      | <i>Myoporum laetum</i><br>Myoporum                 | <i>Ulex europaeus</i><br>Gorse                      |
| <i>Conium maculatum</i><br>Poison hemlock           | <i>Nicotiana glauca</i><br>Tree tobacco            | <i>Vinca major</i><br>Periwinkle                    |
| <i>Conyza canadensis</i><br>Horseweed               | <i>Pennisetum clandestinum</i><br>Kikuygrass       | <i>Washingtonia robusta</i><br>Fan palm             |
| <i>Cortaderia jubata</i><br>Andean pampas grass     | <i>Pennisetum setaceum</i><br>Fountain grass       | <i>Xanthium strumarium</i><br>Cocklebur             |

Also refer to the California Exotic Pest Plant Council's *Exotic Pest Plants of Greatest Ecological Concern in California*. Nonnative grasses in San Diego County are too numerous to list all of them individually.

## ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

## Section 6

## Preserve Management and Monitoring

**Management Recommendations**Magnitude, Quality, and Duration of Flows

- Maintain existing natural drainages and watersheds and restore or minimize changes to natural hydrological processes.
- Evaluate proposed structures and activities for effects on hydraulics, and implement remedial actions as needed.
- Use Best Management Practices both within and outside the preserve system to maintain water quality. Evaluate the need for water quality control structures (e.g., siltation basins) in the preserve where water quality is poor upstream of the preserve area.

Episodic Disturbances

- Design construction within and adjacent to preserve areas to accommodate large floods and debris flows.
- Design detention basins with earthen berms to allow growth of natural vegetation.

Sediment Transport

- Prohibit mineral extraction operations within and upstream of preserve areas.

**6.3.12 Species Reintroduction****Management Issues**

Species reintroduction refers to relocating a sensitive plant or animal species into native habitat within its historic range to enhance species survival. Reintroduction can be costly and is not yet widely conducted or overly successful. Although *in situ* conservation is always more desirable than reintroduction, reintroduction may be the only hope for species on the brink of extinction.

**Management Recommendations**

Reintroductions will require appropriate federal and state permits and should only be conducted at their recommendation. The decision to reintroduce a species depends on a number of species-specific and site-specific factors, and reintroduction requires detailed planning and monitoring. Reintroduction efforts are appropriate if the species is not likely to recover or persist on its own and its biology is known or being researched. The site proposed for reintroduction should be within the historic range of the species, ecologically appropriate, and within the preserve, and threats to its persistence should be removed.

**6.3.13 Enforcement****Issues**

Enforcement programs are needed to ensure compliance with land use plans and restrictions, such as zoning, and to ensure that fire management and recreational uses are compatible with preserve goals. This is a critical component of habitat management plans.

## ATTACHMENT 1: MHCP Tables 4-6 and 4-7/Section 6.0

## Section 6

## Preserve Management and Monitoring

**Recommendations**

Access control and other restrictions within the preserve should be strictly enforced. The jurisdictions and preserve managers should work together and with local community groups on a public education program to explain goals and regulations as well as educate the public on the area's resources. The ultimate level of enforcement lies in the implementing agreement with the wildlife agencies, because degradation of resources could result in loss or revocation of federal and state take authorizations.

**6.4 BIOLOGICAL MONITORING AND ADAPTIVE MANAGEMENT**

The NCCP process and conservation guidelines require regular monitoring of covered species populations and their habitats. These surveys should supplement existing project-specific monitoring activities, such as at Batiquitos Lagoon. The MHCP preserve must be monitored to assess the status and trends of resources within the preserve. Biological monitoring will evaluate whether the preserve system is meeting subarea plan conservation targets for covered plant and animal species and their habitats, address specific questions regarding species population status and ecosystem functions, identify threats to covered species and their habitats, and help identify management needs. Monitoring should also identify issues requiring focused research to meet species-specific conservation goals and permitting conditions (see Section 4 of Volume II). The MHCP Biological Monitoring and Management Plan (Volume III) outlines the issues to be addressed by the long-term monitoring program. In addition, area-specific habitat management and monitoring plans must be prepared for individual preserve areas and should fully address preserve-level monitoring and management (see Section 6.3.1).

Information gained through monitoring will inform management decisions. An adaptive management program will provide correcting actions where monitoring shows that (1) resources are threatened by land uses in and adjacent to the preserve, (2) current management activities are not adequate or effective, or (3) enforcement difficulties are identified. Potential management actions are discussed in the preceding sections and in Volume III - MHCP Biological Monitoring and Management Plan.

**6.4.1 Responsibilities and Coordination**

A critical factor in the success of the MHCP biological monitoring program will be the coordination of monitoring efforts throughout the MHCP study area to (1) prioritize management and monitoring efforts on a subregional basis, (2) address management problems at a subregional level, (3) incorporate management and monitoring information from preserve-level monitoring into subregional and regional evaluations and decision making, (4) ensure spatial and temporal consistency in data collection and analysis performed across the subregion, (5) allow compilation of data from different sources into comprehensive monitoring reports every 3 years, (6) establish a centralized data storage repository, with data accessible to biological monitors, researchers, and reviewers, and (7) coordinate with monitoring programs in other subregions.

Each city will be responsible for coordinating with other cities in implementing monitoring and management (see Section 5.7). The USFWS and CDFG will provide oversight, including review of surveys, preserve management projects, and approval of results and reports generated by the monitoring program. Each city is responsible for preserve level monitoring and management for its subarea.

## Response to Letter 2 – California Department of Fish and Game, South Coast Region

### Comment 2-1 Response

The city agrees that its Subarea Plan, upon adoption, is the primary tool to achieve wildlife/natural habitat conservation. However, as city staff has previously stated to California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS) representatives, the city cannot commit to finishing the Subarea Plan until there is a viable permanent funding source identified. Considering this, the city recognizes the need to identify and preserve lands that provide regional conservation value in the General Plan. Therefore, the city has incorporated new goals and policies addressing the Multiple Habitat Conservation Plan (MHCP) as the key tool to future conservation efforts within the city, as well as implementation of a land use overlay (referred to as the Biological Preservation Overlay or “BPO”) identifying the areas within the city targeted for preservation. Goal 6 has been added to the RCS Element; the goal, underlying policies, and revisions to the GP Update are included below and are also noted in Chapter 3:

RCS Policy 5.9 has been entirely deleted. A new goal has been included, RCS Goal 6– Implement the provisions of the regional Multiple Habitat Conservation Plan (MHCP).

RCS Policy 6.1 – Establish and maintain a Biological Preserve Overlay (BPO) reflecting the Focused Planning Area in the MHCP to the maximum extent practicable. The BPO shall define lands worthy of protection based on the presence of sensitive vegetation and wildlife communities, or those lands that support viable wildlife corridors.

RCS Policy 6.2 – Limit land uses within the BPO to only those necessary for the protection of public health and safety, or recreational uses that are consistent with the conservation standards in the MHCP. Biological conservation shall be the primary objective within the BPO whenever potential conflicts with recreational uses arise.

RCS Policy 6.3 – Establish maintenance and management standards for the Biological Preserve Overlay to ensure permanent conservation. The City’s standards shall be based on the applicable standards in Section 6.0 of the Final MHCP (i.e., Fire Management; Habitat Restoration; Erosion Control; Landscaping Restrictions; Recreation and Public Access; Fencing, Signs and Lighting; Predator and Exotic Species Control; Hydrology and Flood Control; and Species Reintroduction), subject to the availability of permanent funding.

RCS Policy 6.4 – Adopt a Habitat Conservation Plan (a Subarea Plan) covering, at minimum, the BPO and enter into an Implementing Agreement with the Wildlife Agencies, subject to the availability of permanent funding.

RCS Policy 6.5 – Use the mitigation ratios established in the MHCP for impacts to sensitive biological habitats.

RCS Policy 6.6 – Integrate the City’s conservation planning efforts with watershed planning, GHG reductions, and other regional planning efforts involving natural resources when possible in order to maximize opportunities for grant funding for conservation purposes.

The Land Use and Community Identity (LUCI) Element Land Use Map (Figure LUCI-1) and the RCS Element Open Space Plan (Figure RCS-3) have been revised to reflect the proposed BPO. The purpose and intent of the BPO is discussed in the RCS Element.

**Comment 2-2 Response**

Please refer to Comment 2-1 Response, above.

**Comment 2-3 Response**

The statement, “The City of Vista signed an NCCP enrollment/planning agreement in 1992,” has been added to the end of the first paragraph under Section 4.3.3.3. Furthermore, Threshold 6 has been included in the analysis and is discussed in Section 4.3.4.4.5, Conflict with Adopted Habitat Conservation Plan, and no impacts or inconsistencies were identified. All text changes are provided in Chapter 3 in this document.

**Comment 2-4 Response**

A new policy has been added to the RCS Element to establish management and maintenance standards consistent with the MHCP. Please see Policy 6.3 in Comment 2-1 Response. The identified Best Management Practices (BMPs) are not included in the revision of Mitigation Measure M-BI-3: Habitat Assessment/Biology Report in the Final PEIR due to a lack of permanent funding to implement the specific measures outlined in the final MHCP. This is also noted in Comment 2-8 Response, below.

**Comment 2-5 Response**

The last paragraph under sub-section 4.3.4.3.1, Non-Applicable Thresholds, within Section 4.3.4.3, Thresholds of Significance, regarding Threshold 6, has been deleted in the Final PEIR.

City staff has revised the goals and policies in the RCS Element of the GP Update, under the Biological Resources section, to ensure compliance with the adopted North County MHCP, as noted in Comment 2-1 Response, above. An evaluation of the MHCP and the revised RCS goals and policies is included in the Final PEIR, as identified in Comment 2-3 Response, above.

**Comment 2-6 Response**

Text has been revised to amend breeding season dates for Mitigation Measure M-BI-1, and a statement has been added that Wildlife Agency protocol must be followed. Chapter 3 reflects this text change.

**Comment 2-7 Response**

Text has been revised to amend mitigation language for Mitigation Measure M-BI-2 per the comments made by the CDFG. Chapter 3 reflects this change.

**Comment 2-8 Response**

Text has been revised to amend mitigation language for Mitigation Measure M-BI-3, bullet 5. Bullet 5 was amended to include the breeding season for nesting birds. Due to a lack of permanent funding to implement the specific mitigation ratios identified in the final MHCP or specific BMPs, no changes were made to include the final MHCP mitigation ratios or BMPs; however, new goals and policies were inserted into the GP Update, as explained above under Comment 2-1 Response. Also, a BPO was established to protect biological resources. All text changes are provided in Chapter 3.

### **Comment 2-9 Response**

A set buffer width for all jurisdictional areas was initially considered as a policy for the GP Update; however, after site visits to the majority of jurisdictional areas within the city and discussions with both Wildlife Agency staff and the city's biological consultants (Merkel & Associates, ICF), city staff does not believe it is feasible to implement a 100-foot buffer considering the developed nature of the city's major drainage corridors. The city is proposing a BPO covering the largely native areas of Agua Hedionda Creek, where an established buffer would be logical. However, the remainder of the city's major drainage corridors, including the upper reaches of Agua Hedionda Creek, the lower reaches of Buena Creek, the upper and middle portions of Buena Vista Creek, and the upper reaches of the San Luis Rey River and Loma Alta Creek, are surrounded by a patchwork of residential, commercial, and industrial development. Applying a 100-foot buffer as a policy along these corridors would create multiple land use conflicts considering the existing developed nature of these areas and current land uses. Considering this, city staff recommends using the future discretionary process to design specific avoidance criteria once a project is proposed. Consultation with the Wildlife Agencies would be required once development is proposed in any jurisdictional areas through habitat assessments required in Mitigation Measures M-BI-1 and M-BI-3 and, if necessary, through formal wetland delineation as required in Mitigation Measure M-BI-4. In addition, revisions have been made to RCS Policy 4.8 to reflect the need for establishing buffers adjacent to jurisdictional areas, subject to review by a qualified biologist. This would be enforced through the city's discretionary review process.

A new policy has been added to the GP Update implementing the mitigation ratios recommended in the MHCP, RCS Policy 6.5. See Comment 2-1 Response, above

### **Comment 2-10 Response**

Changes to the General Plan have been made to include policy and goal revisions and the inclusion of a BPO. See Comments 2-1 through 2-5 Responses, above.



## 2.3.3 Comment Letter 3 – County of San Diego, Department of Planning and Land Use

Comment Letter 3



ERIC GIBSON  
DIRECTOR

### County of San Diego

#### DEPARTMENT OF PLANNING AND LAND USE

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INFORMATION (858) 694-2960  
TOLL FREE (800) 411-0017  
[www.sdcounty.ca.gov/dplu](http://www.sdcounty.ca.gov/dplu)

June 22, 2011

Mr. John Hamilton, Environmental Planner  
City of Vista  
200 Civic Center Drive  
Vista, California 92084-6275

Sent via email to: [jhamilton@cityofvista.com](mailto:jhamilton@cityofvista.com)

#### COMMENTS ON THE CITY OF VISTA GENERAL PLAN 2030 UPDATE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Dear Mr. Hamilton:

The County of San Diego has received and reviewed the Draft Program Environmental Impact Report (PEIR) for the Vista General Plan 2030 Update dated May 9, 2011 and appreciates this opportunity to comment. In response to the document, the County has comments that identify potentially significant environmental issues that may have an effect on the unincorporated lands of San Diego County. In addition, the comments may identify reasonable alternatives and mitigation measures that the County will need to have explored in the environmental document.

County Department of Planning and Land Use (DPLU), Air Pollution Control District (APCD), and Department of Public Works (DPW) staff have completed their review and have the following comments regarding the content of the above documents:

#### GENERAL COMMENTS

- 3-1
1. The County of San Diego, Land Use and Environment Group (LUEG) has developed Guidelines for Determining Significance that are used to determine the significance of environmental impacts and mitigation options for addressing potentially significant impacts in the unincorporated area of the County of San Diego. Project impacts that could have potentially significant adverse effects to the unincorporated County or County facilities should evaluate and mitigate

3-1  
cont.

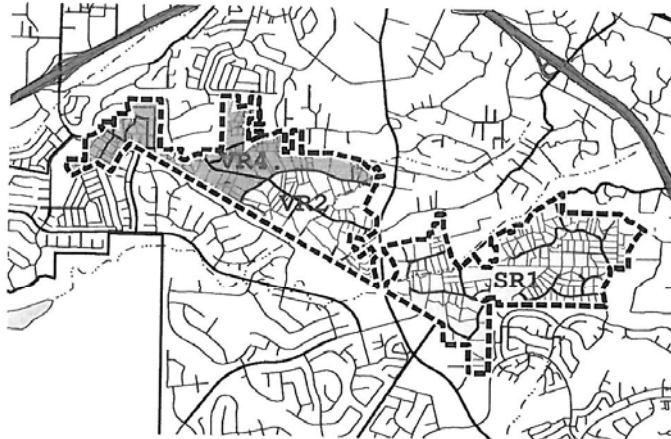
environmental impacts using these guidelines, they are available online at: <http://www.sdcountry.ca.gov/dplu/procguid.html#guide>.

**PLANNING AND LAND USE**

There are two primary areas, discussed below, where the draft Vista Land Use Map (Figure LUCI-1) is inconsistent with the County General Plan (GP) Land Use Map that is being brought to the County Board of Supervisors in August,. For the first area of inconsistency, the County concurs that the two areas should have separate designations at this time; however, for the second area of inconsistency, the County requests that the Vista GP Update be revised to be consistent with the County GP Update.

3-2

2. The unincorporated area known as Sunset Islands located in the western portion of Vista's Sphere of Influence (SOI) is shown entirely as 5 du/ per acre, but the County GP Update is applying the split designations of VR4.3 and VR2, or 4.3 and two dwelling units per acre, respectively (see figure below). In comments provided by the City of Vista in January 2009 on the County GP Update, the City was opposed to these same densities, stating that they were too high. However, the Vista GP is now proposing higher densities than the County GP Update. Unfortunately, the County GP Update cannot be revised to match the higher densities proposed by the draft Vista GP without recirculating the DEIR. On March 16, 2010, the Board of Supervisors indicated their intention not to recirculate the DEIR. at this time, the two maps must remain inconsistent; however, an increase in density from VR2 to VR4.3 will be considered during a General Plan clean up during the one to two-year period after the adoption of the County GP Update.



3-3

3. The unincorporated area located in the eastern portion of Vista's SOI is shown at a density of one du/ acre in the proposed Vista General Plan; however, the area has been assigned a VR2 (two dwelling units per acre) density on the County GP Update (see figure below). This is the same density on the map that the County circulated for public review in 2008. While, the City of Vista did not express any concerns with the density being recommended by the County, in your comments submitted in January 2009, a lower density of one dwelling unit per acre is being proposed by the draft Vista General Plan. Since the VR2 designation has consistently been applied to the GP Update land use maps since 2002, and the City of Vista did not raise any objections to this designation during two separate public review periods for the County GP Update, the County requests that the City of Vista General Plan land use designation for this area be changed to be consistent with the County GP Update. This area is appropriate for a density of VR2 because it provides a transition between higher densities to the west and southwest and lower densities to the east. Additionally, there are numerous existing lots within this area that are roughly 0.5 acres in size. Therefore it is reasonable to allow other properties within this area to be subdivided to the same size and such divisions could likely be accomplished without substantial changes to the character of the community. The area is also an appropriate location for some additional growth potential because of its proximity to the Sprinter line, SR-78, employment opportunities, and a variety of services.



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**AIR QUALITY**

APCD has reviewed the Draft General Plan 2030. Attached is a list of recommended resources for General Plan revisions related to air quality for your information. In addition, APCD staff offers the following comments:

- 3-4 | 4. **Page 4-18** – The plan accurately describes the region's air quality status. To be complete, the discussion of air quality sources at the bottom of page 4-18 should include combustion emissions from motor vehicles, manufacturing, power plants, and other large emitters.
- 3-5 | 5. **Land Use and Community Identity Element** – As the General Plan document will guide development for the next several years, it can ensure that alternatives to driving to meet daily needs are encouraged wherever new development occurs, thus reducing emissions of pollutants and greenhouse gases (GHG). The Land Use and Community Identity Element (LUCI) indicates Vista is mostly built out within its current boundaries, but may expand by infill, redevelopment, and annexation of currently unincorporated areas. SANDAG's 2050 Growth Forecast projects extensive development throughout North County, in a low-density pattern that will increase auto-oriented transportation and per capita greenhouse gas (GHG) emissions. Consideration should be given to additional ways the Plan can promote development and transportation facilities that allow and encourage less-polluting travel modes.
- 3-6 | 6. **Opportunity Areas** – The designated Opportunity Areas, and the policies tailored to each, are a good example of planning for mixed-use development scaled and designed to encourage alternatives to driving. In addition, proposed LUCI Policy 1.1 emphasizing public involvement in planning can help ensure non-drivers are included in planning issues. With this in mind, consideration should be given to adopting the community involvement approach known as Context Sensitive Solutions. This approach, promoted by both Caltrans and the U.S. Department of Transportation, ensures diverse community perspectives are provided during the earliest phases of transportation project development and design. This approach results in projects that meet the needs of more community members, while reducing infrastructure costs and potential delays.
- 3-7 | 7. **Circulation Element** – The City's current approach to transportation seeks to preserve Level of Service for automobiles, while encouraging other modes where feasible. Several of the proposed Circulation Element (CE) policies will help improve air quality by improving safety and accessibility via walking, driving, and transit:
- Implementation of bicycle and pedestrian projects,
  - New transit services, and land use changes to make transit access feasible for more residents,

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3-7  
cont.

- Design treatments such as buffered sidewalks, curb extensions, bicycle activation buttons and bike-sensitive loop detectors, and transit loading areas.
- Safe Routes to School improvements and education to encourage bicycling and walking to school.
- Minimizing driveways on arterial roads – a significant safety benefit for bicyclists and motorists.

The Circulation Element should explicitly discuss how these initiatives and others in the General Plan meet the requirements of AB 1358, the Complete Streets Act (2008). This act requires newly updated Circulation Elements to discuss how a city will accommodate bicycling and walking wherever feasible.

3-8

8. The following comments reflect transportation best practices that are changing the way communities plan, design, and operate streets and other transportation facilities (see included "Resources" page). To reflect new thinking and findings in transportation planning, consideration should be given to adding additional policies or providing flexibility within the General Plan such that the City can revise its practices without needing to amend the General Plan. Examples include the following:

- Street classifications reflect servicing different volumes of traffic without necessarily considering context. For example, where a major street serves as a neighborhood's "Main Street" for part of its length, the street width, lane width, number of lanes, curb radii, landscaping, pedestrian and bike facilities, lighting, and other characteristics may change to reflect the character of that segment. The General Plan policies should ensure this kind of flexibility is available.
- The City's standard lane width is 12 feet. Safety studies indicate that lane widths in excess of 9-11 feet provide little additional capacity, but result in excessive speeds and higher crash rates.
- Most cities in the region have adopted a traffic calming program to encourage alternatives to driving, promote safe routes to school, improve "active transportation" opportunities, and reduce GHG emissions. In general, traffic calming treatments also reduce crashes, lowering liability. Some treatments, such as roundabouts, also increase capacity while avoiding the expense and disruption of street widening. The City should consider adding an intention to the General Plan to adopt a traffic calming program.
- Likewise, attention should be given to ensuring new or rebuilt streets are designed to avoid the need for future traffic calming. For example, the street cross-sections included in the General Plan reflect the conventional street design approach in the U.S., which provides a "margin of safety" – tolerances for speeding vehicles. This has the unintended effect of encouraging speeding by all drivers, resulting in higher crash and injury rates and discouraging less-polluting travel modes. Some cities now design streets with

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3-8  
cont.

a target speed in mind, usually resulting in a narrower, and less costly, right-of-way profile. Consideration should be given to moving the cross-sections to a separate guidance document, or to providing policies that allow them to be revised as new information becomes available, without a General Plan amendment.

- As reflected in CE Policy 1.3, strict adherence to vehicle Level of Service (LOS) can reduce access via other modes. Similarly, the discussions of Level of Service should be amended to reflect the emergence of LOS measures for pedestrians, bicyclists, and transit. The newly revised Highway Capacity Manual includes a methodology which provides for balancing of LOS impacts between the four modes. This idea is also reflected in recent changes to the state's CEQA Guidelines, which now consider whether an improvement for one mode compromises safety or accessibility for other modes.
- The Plan should consider a policy regarding review of CEQA documents which embraces the new CEQA Guidelines, including consideration of non-vehicular travel modes and reduction of GHG emissions.

#### CIRCULATION AND TRAFFIC

DPW Traffic/Transportation Planning staff reviewed both the City of Vista's General Plan (GP) 2030 Update Draft Program Environmental Impact Report (PEIR) dated May 2011 and the Traffic Impact Analysis Report dated March 23, 2010. Comments are as follows:

3-9

9. There are various roadways within the current unincorporated area of San Diego County (and within the City of Vista's Sphere of Influence) which are adjacent to and/or affected by traffic from the City of Vista. The Draft PEIR should assess any direct and cumulative traffic impacts and identify appropriate mitigation for affected roadways located on the County of San Diego's Mobility Element Network or clarify why they were not analyzed. The following County roadways should be assessed:
  - Buena Creek Road
  - East Vista Way
  - Foothill Drive
  - Monte Vista Drive
  - Osborne Street
  - South Santa Fe Avenue
  - Sycamore Avenue

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- 3-10
10. **Circulation Inconsistencies** – There are two major inconsistencies between the City of Vista's Draft GP 2030 Update Circulation Plan and the County's proposed GP Update Mobility Element Network are identified below:
- Sycamore Avenue – The Vista Circulation Plan (Fig. 3-15) identifies the segment of Sycamore Avenue from the City/County line to S. Santa Fe Avenue (within the unincorporated area) as a 4-Lane Major / Future Road Extension or Realignment. The County's Mobility Element designates this portion of Sycamore Avenue as a 6-Lane Prime Arterial (6.2). Figure 3-15 and any related text should be updated to reflect the County's GP Update Mobility Element.
  - Monte Vista Drive – The classification of Monte Vista Drive east of York Drive is not identified (Fig. 3-15). Monte Vista Drive between Vista city limits and Foothill Drive is designated as a Light Collector (2.1C) on the County's Mobility Element. The classification of Monte Vista Drive should be identified to match the County's classification for the adjacent segment to the east, or Vista's 2-Lane Collector (w/ Two-Way Left-Turn Lane) classification to the west.
- Link to the County's Mobility Element Network:*  
[http://www.sdcounty.ca.gov/dplu/gpupdate/docs/bos\\_oct2010/B1\\_10\\_app\\_mobility.pdf](http://www.sdcounty.ca.gov/dplu/gpupdate/docs/bos_oct2010/B1_10_app_mobility.pdf)
- 3-11
11. **Monte Vista Drive Bikeway Inconsistency** – There is one inconsistency between the City of Vista's Draft GP 2030 Proposed Bikeway Improvements and the County's existing Bicycle Transportation Plan that should be rectified in the proposed plan. Vista's Proposed Bikeway Improvements (Fig. 3-17) identifies Monte Vista Drive as a proposed Class III Bicycle Route while the County's Bicycle Transportation Plan designates the portion of Monte Vista Drive (within the unincorporated area) as a proposed Class II Bicycle Lane. Designating Monte Vista Drive (within Vista) as a Class II Bicycle Lane may help improve the visibility of bicyclists along Monte Vista Drive when implemented.
- Link to the County's Bicycle Transportation Plan:*  
[http://www.sdcounty.ca.gov/dplu/docs/Bicycle\\_Transportation\\_Plan.pdf](http://www.sdcounty.ca.gov/dplu/docs/Bicycle_Transportation_Plan.pdf)
- 3-12
12. The DEIR should reference and use the County's Guidelines for Determining Significance (modified February 19, 2010) for any traffic analysis of direct and cumulative impacts on roadway segments and intersections within the County's jurisdiction.
- Link to the County's Traffic Guidelines:*  
[http://www.sdcounty.ca.gov/dplu/docs/Traffic\\_Guidelines.pdf](http://www.sdcounty.ca.gov/dplu/docs/Traffic_Guidelines.pdf)

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If you have questions on the comments from DPW Traffic/ Transportation Planning Division, please contact Robert Goralka at (858) 874-4202.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving future environmental documents related to this project or providing additional assistance at your request. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858) 694-3739 or email at [leann.carmichael@sdcounty.ca.gov](mailto:leann.carmichael@sdcounty.ca.gov).

Sincerely,



RICHARD F. HAAS, Assistant Director  
Department of Planning and Land Use

ATTACHMENT

cc: Dustin Steiner, Policy Advisor, Board of Supervisors, District 5, (via email)  
Megan Jones, CAO Staff Officer, DCAO, (via email)  
Michael Ott, Executive Officer, LAFCO, (via email)  
Nael Areigat/ Lee Shick/ Kenneth Brazell, Project Manager, Department of Public Works, (via email)  
Bob Goralka, Department of Public Works, Transportation Division, (via email)  
Twin Oaks Valley Sponsor Group  
LeAnn Carmichael, Land Use/Environmental Planning Manager, Department of Planning and Land Use (via email)  
Priscilla Jaskowiak, Administrative Secretary, Department of Planning and Land Use, (via email)



## ATTACHMENT

### Recommended Resources for General Plan Revisions

Bay Area Air Quality Management District (2010), *California Environmental Quality Act Air Quality Guidelines*. [www.baaqmd.gov](http://www.baaqmd.gov).

California Air Pollution Control Officers Association (2009), *Model Policies for Greenhouse Gases in General Plans*, [www.capcoa.org](http://www.capcoa.org).

California Air Pollution Control Officers Association (2010), *Quantifying Greenhouse Gas Mitigation Measures*, [www.capcoa.org](http://www.capcoa.org).

Caltrans (2008), *Deputy Directive DD-64-R1: Complete Streets: Integrating the Transportation System*. [www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html).

Caltrans (2010), *Smart Mobility 2010: A Call to Action for a New Decade*. [www.dot.ca.gov](http://www.dot.ca.gov).

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## Response to Letter 3 – County of San Diego, Department of Planning and Land Use

### Comment 3-1 Response

Table 2-2, below, summarizes the Average Daily Traffic (ADT) volumes and Level of Service (LOS) for all classified County roadways included in the city's Sphere of Influence (SOI). The roadway segments volumes and ADT were determined based on the County General Plan Update, adopted in 2011. Page 89 of the County General Plan EIR implies that the GP Update was considered in the forecast volumes for these roadways. The levels of service identified in Table 2-2 therefore represent the "with project" conditions and levels of service.

**Table 2-2. County of San Diego Roadways within Vista Circulation Element Sphere of Influence Operational Summary (from County General Plan Update)**

| #   | Street                | Segment                                    | Classification<br>(Per County General<br>Plan Update,<br>Adopted 2011)                  | Special<br>Circumstances          | LOS E<br>Capacity | 2030 General<br>Plan Conditions |          |
|-----|-----------------------|--|---|-----------------------------------|-------------------|---------------------------------|----------|
|     |                       |  |   |                                   |                   | ADT                             | LOS      |
| 1.  | Osborne Street        | Vista limits to E. Vista Way               | <b>2.2A Light Collector</b><br>Raised Median  | --                                | 19,000            | 10,000                          | D        |
| 2.  | E. Vista Way          | Vista limits to Mission Road               | <b>4.1A Major Road</b><br>Raised Median   | North County Parkway Plan Roadway | 37,000            | 29,000                          | C        |
| 3.  | Foothill Drive        | Vista limits to Monte Vista Drive          | <b>2.2D Light Collector</b><br>Intermittent Turn Lanes                                  | --                                | 19,000            | <b>15,000</b>                   | <b>E</b> |
| 4.  | Monte Vista Drive     | Vista limits to Buena Creek Road           | <b>4.1B Major Road</b><br>Intermittent Turn Lanes – Foothill Drive to Buena Creek Road  | --                                | 34,200            | 21,000                          | B        |
|     |                       |  | <b>2.1C Light Collector</b><br>Intermittent Turn Lanes – Vista limits to Foothill Drive | --                                | 19,000            | 8,000                           | C        |
| 5.  | Buena Creek Road      | South Santa Fe Avenue to San Marcos limits | <b>4.1B Major Road</b><br>Intermittent Turn Lanes                                       | North County Parkway Plan Roadway | 34,200            | <b>33,000</b>                   | <b>E</b> |
| 6.  | South Santa Fe Avenue | Vista limits to San Marcos limits          | <b>4.1A Major Road</b><br>Raised Median   | North County Parkway Plan Roadway | 37,000            | 26,000                          | C        |
| 7.  | SR-78                 | Sycamore Avenue to Smilax Road             | <b>6.1 Expressway + 2 HOV</b>   | --                                | 108,000           | <b>185,000</b>                  | <b>F</b> |
| 8.  | Mar Vista Drive       | Cannon Road to Mar Vista Drive             | <b>2.2B Light Collector</b><br>Continuous Turn Lane                                     | North County Parkway Plan Roadway | 19,000            | <b>15,000</b>                   | <b>E</b> |
| 9.  | Sunset Drive          | Oceanside to Vista limits                  | <b>2.2E Light Collector</b>   | --                                | 16,200            | 6,000                           | D        |
| 10. | Sycamore Avenue       | South Santa Fe Avenue to SR-78             | <b>6.2 Prime Arterial</b>   | --                                | 57,000            | 42,000                          | C        |

### **Comment 3-2 Response**

The city is proposing a Land Use Designation of Medium Low Density Residential (MLD) in the west Sunset Island area, which would be consistent with the County's VR4.3 designation in the northwest portion of the island. It is noted that the County intends to revise their General Plan Land Use Map to redesignate the remainder of the area from VR2 to VR4.3 in the future.

### **Comment 3-3 Response**

In the process of developing goals and policies for the GP Update, the Vista City Council provided direction to staff to incorporate policies and/or land use designations to preserve the large lot development patterns in the outlying areas and minimize pressure for future residential annexations into the city seeking higher densities. Following this direction, staff recommended maintaining the Rural Residential land use designation in the majority of the city's SOI, as currently designated in the Vista General Plan. Accordingly, city staff is not recommending changes to the proposed GP Update land use designations in this area.

### **Comment 3-4 Response**

The General Plan was updated to include combustion emissions from other motor vehicles, manufacturing, power plants, and other large emitters to the discussion of air quality sources on page 4-18. No changes were made to the PEIR in response to this comment.

### **Comment 3-5 Response**

During the formation of the GP Update, the city considered a variety of ways that the GP Update could promote development and transportation facilities to allow and encourage less-polluting travel modes. As a part of the development of the General Plan, the city decided to incorporate elements of the San Diego Association of Government's (SANDAG's) Smart Growth Areas through the incorporation of several "Opportunity Areas," which were identified as centrally located areas where mixed use and higher density residential land uses could be applied to encourage less-polluting travel modes. No changes were made to the PEIR in response to this comment.

### **Comment 3-6 Response**

The city respectfully declines the recommendation to incorporate a policy on Context Sensitive Solutions into the GP Update. Several policies are identified in the Healthy Vista Element that promote community participation in the planning and development of new public and private projects, including transportation improvements. In addition, a new goal and accompanying policies supporting Complete Streets legislation has been added to the LUCI Element (see Chapter 3 for text changes.)

With implementation of the combination of policies included in the GP Update, city staff is confident that new transportation improvement projects will be exposed to diverse community perspectives in the planning and design stages.

### **Comment 3-7 Response**

Based on this comment and comments received from Walk San Diego (included herein), city staff has incorporated a new goal and accompanying policies to implement Assembly Bill (AB) 1358, the Complete Streets Act. Goals and policies included in the LUCI and Circulation elements support the implementation of multi-modal transportation improvements, new and expanded transit services

and facilities, design treatments and flexibility in design for transportation projects, support for Safe Routes to School projects and planning, and consideration of alternative modes of transportation in performance measures (see Chapter 3 for text changes). With the proposed changes and additions to these elements, goals, policies, and performance measures will be implemented that support bicycling and walking wherever feasible.

### **Comment 3-8 Response**

The city appreciates the County of San Diego's recommendation to incorporate specific goals and policies into the GP Update that provide flexibility in street design and lane widths, support traffic calming and reduced vehicle speeds, allow for the use of multi-modal LOS, and support evaluation of non-vehicular travel modes in CEQA review. Numerous policies have been incorporated into both the LUCI and Circulation elements addressing these topics and supporting Complete Streets concepts. Please refer to the revisions to the LUCI and Circulation elements for specific policy language in Chapter 3.

### **Comment 3-9 Response**

Each project that moves forward under the GP Update will be subject to either administrative review or public review. As such, direct impacts (existing plus project) will be evaluated on a project-by-project basis. Projects considered under the GP Update may require a traffic impact analysis and would be subject to County Transportation Impact Fees to mitigate cumulative impacts. Therefore, the City of Vista General Plan does not identify mitigation for deficient segments, as identified in Table 2-2 above, which includes the approved classification as identified in the County General Plan Update, adopted in 2011.

### **Comment 3-10 Response**

The city revised Figure CE-2 (Circulation Plan) in the Circulation Element to reflect the recommended 6-Lane Prime Arterial street classification for Sycamore Avenue between University Drive and S. Santa Fe Avenue/Buena Creek Road. This revision is made in recognition that the County has prepared preliminary design plans for this roadway segment, and it is included in the County's current Capital Improvement Program for future construction.

The classification of Monte Vista Drive east of York Drive has been added to the city's Circulation Plan (Figure CE-2) as a 2-Lane Light Collector, which is consistent with the Light Collector (2.1C) designation in the County Mobility Element. It should be noted that the North County Metro Mobility Element Network map (Figure M-A-12) is inconsistent with the North County Metro Subregion Matrix for this segment; the map shows the segment as "Major Roads Series," and the matrix identifies this segment as "Light Collector." The city's changes correspond to the Light Collector designation recommended in the County's letter.


### **Comment 3-11 Response**

The city revised Figure CE-4 (Bikeway Plan) in the Circulation Element to reflect the recommended Class II bikeway designation on Monte Vista Drive east of S. Santa Fe Avenue.


### **Comment 3-12 Response**

Please refer to Comment 3-5 Response, above, and corresponding revisions to the Final PEIR in Chapter 3.

## 2.3.4 Comment Letter 4 – Department of Toxic Substances Control




*Linda S. Adams*  
Acting Secretary for  
Environmental Protection



**Department of Toxic Substances Control**

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Deborah O. Raphael, Director  
5796 Corporate Avenue  
Cypress, California 90630



Comment Letter 4

*Edmund G. Brown Jr.*  
Governor

June 9, 2011

Mr. John Hamilton, AICP, Environmental Planner  
Community Development Department  
200 Civic Center Drive  
Vista, California 92084-6275

NOTICE OF AVAILABILITY OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF VISTA GENERAL PLAN 2030 UPDATE PROJECT, (SCH#2009121028), SAN DIEGO COUNTY

Dear Mr. Hamilton:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Program Environmental Impact Report (PEIR) for the above-mentioned project. The following project description is stated in your document: "The proposed General Plan Update (GP Update) would apply to the incorporated areas of Vista, located in northern San Diego County, approximately 40 miles north of downtown San Diego and about seven miles east of the Pacific Ocean. The proposed project consists of a comprehensive general plan update. The goals and policies contained within GP Update would apply to the entire city. The GP Update would adopt six general plan elements: (1) Land Use and Community Identity; (2) Circulation; (3) Resource Conservation and Sustainability; (4) Healthy Vista; (5) Noise; and (6) Public Safety, Facilities, and Services. The GP update also includes ten Opportunity Areas (OAs). All but one OA is a redevelopment area. The majority of existing developed land is dedicated to residential uses. "

Based on the review of the submitted document DTSC has the following comments:

- 4-1 | 1) DTSC provided comments on the project Notice of Preparation (NOP) on December 31, 2009; some of those comments have been addressed in the submitted draft Program Environmental Impact Report. Please ensure that all those comments will be addressed in the final EIR.

Mr. John Hamilton  
June 9, 2011  
Page 2

- 4-2 | 2) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 4-3 | 3) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3213

## **Response to Letter 4 – Department of Toxic Substances Control**

### **Comment 4-1 Response**

The comments provided in the December 31, 2009, comment letter have been considered and applicable comments have been addressed in the Final PEIR, including adding the email address of the Lead Agency contact. Chapter 3 reflects these changes. Comments pertaining to the research of hazardous materials databases and hazardous materials state law are included in the Draft PEIR; however, the remaining comments deal with project-specific EIRs. The Draft PEIR was prepared at the program-level and no components of the proposed action involve any demolition, construction, or earthmoving activities, and, as such, project-level comments do not apply to the project.

### **Comment 4-2 Response**

This comment does not raise any specific concerns related to the GP Update or the Draft PEIR and, therefore, no response is necessary. This comment will be forwarded to the city's decisionmaking bodies for review prior to consideration of the GP Update.

### **Comment 4-3 Response**

Comment noted. The email address for John Hamilton has been added on the inside cover sheet of the Final PEIR. Please send any future correspondence regarding City of Vista CEQA review to John Hamilton, Environmental Planner, at [jhamilton@cityofvista.com](mailto:jhamilton@cityofvista.com).

## 2.3.5 Comment Letter 5 – Preserve Calavera

Comment Letter 5



June 20, 2011

John Hamilton  
Environmental Planner, City of Vista  
200 Civic Center Dr  
Vista, CA 92084

Subject: Comments on 2030 General Plan Update and EIR

Dear Mr. Hamilton :

Preserve Calavera is a grassroots organization whose goal is to preserve, protect and enhance the natural resources of coastal North County. We are pleased to see that this update of the Vista General Plan and associated EIR has included many provisions that indicate the value your community places on these natural resources and your intent to protect them. Identifying Buena Vista Creek as a focal point of the downtown area is part of this new approach to enhance those features that make Vista such a special community. The plan includes important integration of open space with broader efforts to enhance circulation and build a sustainable, healthy community. While there are numerous changes in this General Plan that we wholeheartedly support, there are three major areas of concern. These include:

- the extension of Cannon Rd from Melrose to # 78
- 5-1 This extension through Vista/county land has significant indirect impacts because of the related extension through the core habitat at Calavera in Carlsbad. These two extensions are linked and the impacts of the GP needs to consider those from the related extension further to the west.
- limited creek corridor protection
- 5-2 While the focus on Buena Vista Creek is an important step toward recognizing the value of natural resources, the current description does not recognize the related buffers, major tributaries, and other creeks in Vista which are of equal importance to watershed protection.
- loss of sensitive habitat in the Biological Core and Linkage area
- 5-3 The regional MHCP identified several areas of remaining natural habitat in Vista that are part of the Biological Core and Linkage area of north county- the areas of highest importance to preserve. The GP does not include any minimum requirements that would assure preservation of these critical lands.
- We offer the following comments that would further enhance the protection of these resources and carry out the objectives of your plan.
- 5-4 The following are our specific comments on the draft General Plan 2030 :
- Introduction
- Adding reference to the Agua Hedionda Watershed Management Plan (AHWMP), which is a regional plan for which Vista was the lead agency, would better integrate watershed management with this land management plan. Vista is already working to implement elements

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[www.preservecalavera.org](http://www.preservecalavera.org)



|   |   |
|---|---|
| 5-4<br>cont.  | of the AHWMP so it seems appropriate to include this as one of the regional planning efforts that will be coordinated with the GP.  |
| Issues and Opportunities                            |   |
| 5-5   | - The description of Issue 11 "Environmental Constraints" makes this sound like a negative. It would be more consistent with the intent to reword this. The emphasis is really a positive effort to integrate the built and natural environment in a way that enhances both.  |
| 5-6   | - Opportunity 11 on Smart Growth seems to limit this to the Sprinter line. There are other major bus transit corridors in place/being developed that do not provide quite the same land use opportunities as a light rail line, but they too are an important part of the SANDAG Smart Growth and incentive programs. Vista has done better than many of the other north county cities in planning for transit access to major industrial/commercial centers. This is a strength that the GP should continue building upon. |
| Land Use Goals                                      |   |
| 5-7   | - Goal 1- Policy 1.4/1.5 Indicating a preference for native landscaping would enhance the integration with sustainability/reduced water use and maintaining community character.  |
| 5-8   | Goal 1 –Policy 1.8 adding the major tributaries would better protect the creek.   |
| 5-9   | - Goal 11 – adding NGO's here would recognize this part of the community's role particularly those involved with resource protection that Vista has long been cooperating with like the Carlsbad Watershed Network, Vista Conservancy, the lagoon foundations and Preserve Calavera.  |
| 5-10  | - Goal 12, Policy 12.5- this is the first mention of "Sunset Island". This would be clearer if there were a description of the area and why it is being so designated.  |
| 5-11  | - Goal 13 – Would be good to include mention of integration with transit, pedestrian and bicycle in this section.   |
| Civic Activity, Open Space and Parks and Recreation |   |
| 5-12  | - Page 2-20. While there is certainly good reason for particular attention on Buena Vista Creek, there are opportunities with Buena and Agua Hedionda Creeks as well. While they would likely not be a full opportunity area, they should be acknowledged as significant resources with opportunities for integrating them with open space, recreation, and circulation would be a benefit to the adjoining neighborhoods.  |
| 5-13  | - Page 2-21 The statement that "Open space designation allows..." is then substantially restricted by the end of statement "if it does not affect the resources." This is often an area of somewhat subjective judgement. We believe that changing this to " Open space designation may allow..." is more consistent with the intent- and would make it clear that protection of the resources is the key determinant.  |
| 5-14  | - The Plan makes a distinction that the unchannelized portions of Buena Vista Creek are what will be the focus. There are several areas where currently channelized sections of the creek could become unchannelized. Having a clear statement in the GP that the entire creek channel is being considered and that there are opportunities for unchannelizing that will be encouraged through the policies included in the GP would improve this OA- and the function of the creek.  |
| OA-1 Buena Vista Creek                              |   |
| 5-15  | - The description of the trail from Brengle Terrace Park to downtown is not consistent with the figure which shows the pedestrian trail extending west of down town all the way to the existing trail on the city boundary. There is a new plan to work toward a trail from " the   |

- 5-15  
cont. waterfall to the wave' connecting the El Salto Falls to the lagoon on the coast. Vista's trail enhancement on the upper reaches of the creek would make this regional trail connection even more significant.
- 5-16 - The description just talks about Buena Vista "creek" and a linear park with no indication of the width. Effective buffers for the creek will be essential to maintain all of the values and beneficial uses that are being supported by the GP. However having a wide, multi-use regional trail could impact the function of the buffer. Changing the description through out from "creek" to "creek corridor" with some discussion about buffers would make it clear that it is not just the water channel that is being considered.
- Circulation Element
- 5-17 - It is our understanding that previous transportation models assumed 2% of peak hour trips on transit- but that traffic volumes were not adjusted to account for this. What are the mode split assumptions included in the Series 11 model and GP and how is this reflected in the ADT's projected at build-out? Millions of dollars will be required to provide for the planned pedestrian and bicycle improvements- and more should be allocated for public transit. This investment needs to demonstrate a reduction in peak hour congestion- combined with smart growth development. If this plan has not achieved that then it needs to go back to the drawing boards.
- 5-18 - Providing for the possible addition of impact fees for public transit would help assure a necessary level of transit service that reduces roadway congestions and air quality impacts. Other places include transit impact fees on new development. This should be considered as part of the funding plan to support the improvements included in the CE. Also Vista and all of the members of SANDAG need to assure an adequate level of operating funding is provided for public transit. Without that there is no smart growth- only density increases that will result in traffic congestion.
- 5-19 - P3-12 identifies LOS D as acceptable. Other cities include additional conditions when service degrades to this level- such as considering additional alternative transportation measures or TDM programs. Encouraging this at LOS D helps keep other areas from degrading as well.
- 5-20 - There is no discussion of highway # 78/interchange improvements. When the Cannon Rd/Mar Vista connection was discussed at SANDAG in 2005/06 related to the North County Parkway Plan, then Council Member Ritter raised the concern that increased access to # 78 would require interchange improvements and that the two projects should occur concurrently. The CE needs to identify issues with # 78 capacity and recognize that adding more trips to the freeway without interchange and or capacity improvements on the freeway does not really achieve any real congestion relief.
- 5-21 - Figure CE-3 Shows no ADT for the new Cannon/Mar Vista connector. This is key to understanding traffic patterns in this area- and making sure the huge disruption this road would cause at least results in some significant traffic improvements. While these details are presumably included in the technical appendices to the EIR there should also be some basis for it included in the GP.
- 5-22 - The Mar Vista connector shows that it will have a Class 2 Bikeway (CE-4) a pedestrian path on the pedestrian plan (both priority 3) and a recreational bicycle/pedestrian path on CE-3. We assume the bicycle and pedestrian improvements are tied to the construction of the road which is why they are a low priority, but it would be good to actually state how the projects will be tied together in the GP. Also we assume that not all three facilities are actually planned for this section of roadway. Since the ROW for the road was identified as 70 feet it also would not be possible to accommodate all three. Please revise the CE to show what is actually planned for pedestrian and bicycle pathways along the new section of road.
- 5-23 - There is just a single designation for recreational bike trails. We have found that particularly in natural areas that recreational cyclists want very narrow trails- and if what they want is not provided they just create it. Narrower trails also reduce the amount of habitat loss. Please consider some flexibility in trail widths to provide for minimal impact and a desired type of trail experience.

- 5-24 - Figure CE-7 Transit Routes would be good to identify those routes that meet SANDAG criteria for service type/frequency to support Smart growth areas. The GP seems to assume this is only at the light rail stations. However we think there may be other opportunities for enhancements where such service exists, or could be encouraged, that would support several of the focus areas. This is also important for the industrial area in the south western part of the city which has already established a reasonable level of transit use and design criteria that support transit service. Palomar Airport Road is one of the major north county employment focus areas and as such is on NCTD plans for high frequency service. The GP would be enhanced by including some of these major transit routes more directly in smart growth and OA plans.
- 5-25 - Figure CE-7 shows no bus connection to the Civic Center light rail station. This is something that should be evaluated.
- Resource Conservation and Sustainability
- 5-26 - Page 4-4 re GHG is a place to add some discussion about LEED certification/eligibility building standards. The City has been a great example for moving this direction with new public facilities. Adding this would just strengthen what is already occurring and start moving this into consideration for private building.
- 5-27 - Page 4-6 .policy RS 4.3 c- rooftop runoff can also be used for landscaping irrigation without rain barrels and cisterns- would be good to include these alternatives as well.
- 5-28 - RCS policy 4.4 There are many places where vegetated buffers need to be established, or enhanced- either by widening or improving the plant mix/density, or contours. Buffers are so important to healthy functioning riparian corridors that they are really worth a paragraph or so of discussion.
- 5-29 - Culverting of creeks is not really discussed directly. There are a couple of places with somewhat indirect mention. We would like to see a clearly statement of a policy that any new culverting of creeks is not allowed, except in very limited conditions and that daylighting of creeks is encouraged. This is consistent with other policies about restoring natural hydrologic conditions but would be strengthened by making this more explicit.
- Biological Resources
- 5-30 - Goal 5 Biological resources Policy 5-1 does not include the entire list of MHCP identified edge effects. Please expand this discussion to incorporate all of them including such things as trash control, run-off control, and limiting access.
- 5-31 - Natural resources in and adjacent to agricultural land can be adversely impacted by chemicals commonly used and impacts associated with horses and other farm animals. It would be good to add some language here that talks about the importance of supporting continued agricultural land uses while also assuring protection of the natural resources.
- Open Space
- 5-32 - Add some policy about managing open space in a way that protects the resource values- ie eventually to at least the minimum level identified in the MHCP.
- 5-33 - Add some discussion about SDG & E easements and working in cooperation with them. In many areas these become important foraging and wildlife movement areas- but their management is not often done to really protect the biological resources. These can be fee title or easements- each with issues in terms of managing and interface with the local jurisdiction.
- 5-34 - There are a number of places in both general open space and parks for active recreation where the policies specifically discuss acquisitions or increasing the areas for these land uses- but this is not reflected in the total acres by land use shown in the land use chapter. We could not find any summary that compared current or existing acres per land use to what is proposed in the GP. The PEIR includes

5-34  
cont. Table 4.3-1 on existing land uses and Table 3-2 from the GP shows proposed with the GP. However it looks like some of these categories are not direct matches. Please add a comparison table that actually shows existing and proposed with the GP with notes to explain any changes in categories. Smart Growth principles result in increased density whose impacts are partially offset by increased open space acres. The GP as proposed has the density increases but no real offsetting benefits. Many of the stated policies in theory could result in additional open space and active recreational land- but without any quantification it is not possible to really determine if the final result is a net improvement. Putting some numbers to the goals/policies would help make this real. This is of concern because the comparison shows 890.8 acres of natural open space existing and only 481.9 with the GP. This is a reduction of 46% in natural lands and would say that all of the policies are meaningless as open space is actually significantly reduced with the GP. This is a key point to assess the tradeoffs for density increases so if these numbers are not right then there should be further clarification in the GP to explain this.

#### Parks and Recreation

5-35 - We encourage you to look at the recently produced San Diego Foundation report- Parks For Everyone- available on their website at [www.sdfoundation.org](http://www.sdfoundation.org). This identifies park shortages using the 3 acre/1,000 residents criteria and also looking at the distribution of minority populations. The City of Vista has several areas with significant park shortages.

5-36 - Page 4-25 and Table RCS-1 Brengle Terrace, Buena Vista , and S. Buena Vista parks are all very important to the preservation of natural resources. Separating the acres for biological resources from those for active recreation would result in more effective management for each of the two land uses. This would also highlight the need for additional acres of land for active recreation. Not making this distinction puts all of the sensitive land in these parks at risk and would not be consistent with the MHCP.

5-37 - Page 4-26 considering the Buena Vista Creek corridor as primarily a park could result in actions that are not in the best interests of the beneficial uses of the waterway and don't adequately protect creek hydrology and the biological resources. The intent to protect the natural resources of the creek as a first priority needs to be clearly stated.

#### Energy

5-38 - It would be helpful to see a time frame for completion of the Alternative Energy Study.

#### Water

5-39 - The later section under sustainability talks about recycled water but it seems it should also get incorporated into the policy section on page 4-22.

#### Food Security

5-40 - The GP recognizes the value of local agriculture and food production but may need to have policies that are more specific in order to actually be able to retain local small farms. Water pricing has been major factor in loss of agriculture in other areas. There may need to be some more focused study about actions that might need to be taken to actually preserve agriculture.

5-41 - Currently food security for many means access to large food distribution sites. There may need to be some special provisions that allow such intermittent uses.

5-42 - Page 5-5 limits drive-through restaurants near schools. Seems like restricting them everywhere is more consistent with the goals to create a healthy city, reduce impervious area and improve air quality.

#### Fire Safety

5-43 - While community wide education is important, there is a specific need for additional education for residents and businesses at the Wildland Urban Interface.

- 5-44 - Page 7-8 policy 5.7 should not just be limited to removal of native habitat- thinning and pruning also impact both fire safety and the health of the habitat and should also be mentioned.
- The following are our comments on the General Plan PEIR. Please note that where comments on the GP affect the PEIR these should be considered as part of the PEIR comments as well.
- Project Description
- 5-45 - Table 3-10 summarizes the GP changes that are then identified as existing plus project throughout the PEIR. This summary does not include all of the changes associated with the Circulation Element. The pedestrian, bicycle and roadway changes are substantial- and most of this will result in increased impervious cover- and reduced land available for open space or other land uses. These CE related changes should be summarized and added to this table and to each of the following sections that identify the project. Furthermore the PEIR needs to provide assurances that all of the analyses done for the PEIR considered the impacts of all of this additional land change/impervious cover that was not included in this summary.
- Air Quality
- 5-46 - Page 4.2-21 Please clarify how you determined "average daily" levels. It looks like this is taking the 20 year total, dividing by 20 years to get an annual number , and then dividing that by something to get an average daily amount. Given normal variability on how many days a year is it likely that air quality levels would be exceeded? If there are certain times of the year where conditions are likely to cause greater impacts couldn't activities be curtailed on those days ? There are designated air quality alert days with restrictions on things like children playing outdoors at school recess. A better understanding of how these levels were determined might help identify some reasonable actions that would reduce the impacts. For example we have seen restrictions on the number of acres of land that can be disturbed on a single day.
- 5-47 - The two construction activities with related pollutants of concern are demolition and architectural coatings. Both of these are very easy to limit daily impact by placing such conditions on permits. Also doesn't LEED certification/eligibility reduce ROG and at the highest levels of LEED would this result in emissions below the threshold? There does not appear to be a reasonable effort to try to mitigate for these impacts. Furthermore given that in the case of ROG it is at 9 times the allowed amount there really should be greater effort. Under the worst case perhaps there at least should be a warning system in place to keep sensitive receptors out of the specific area where coatings are being applied. We require warnings for blasting. There is no reason that short term actions like architectural coatings couldn't require some kind of community notification so an area could be avoided.
- 5-48 - P 4.2-27 states " No mitigation is feasible to reduce the emissions from motor vehicle traffic." But of course there is mitigation that could reduce the number of ADT, reduce VMT, or increase fuel efficiency. All of these would reduce operational traffic emissions. More analysis is required to assess current mode split and then to project the mode split likely to be achieved with all of the GP policies in place. The investment in alternative transportation should result in lower ADT and emissions. The city could also help reduce emission by using all alternative fuel or very high fuel economy vehicles. They could require businesses with company cars to do the same. They could establish some of the TDM policies from the 1980's that require large employers to reduce the number of single occupant vehicle trips. It is inconsistent with the policies of the GP to move toward a healthy city and then to not take extra measures to address the damaging air pollution that will result from the additional growth included in the GP. Additional mitigation is required to reduce the significant operational air quality impacts.
- Biological Resources
- 5-49 - Page 4.3-17 states " Threshold 6 does not apply to the proposed GP update." This is not correct as the regional MHCP is an adopted conservation plan that does apply to Vista. The fact that the city specific sub-area plan is not complete does not mean they are exempt from the regional plan. Furthermore the state and federal wildlife agencies review projects for consistency with MHCP provisions as part of their permit review. There are areas where the GP is not fully consistent with the MHCP- for example in the policies to protect sensitive habitat from the edge effects of development. The PEIR has arbitrarily

- 5-49 cont. | eliminated evaluation of this threshold. The PEIR needs to consider consistency with the adopted MHCP\_ as a threshold to determine significance and modify mitigation measures (MM) to assure consistency.
- 5-50 | - Page 4.3-17 summarized the Open Space that will remain under the GP as 481.9 acres. Table 4.3-1 shows that there are currently 890.8 acres of natural lands in the city. The GP would therefore result in a loss of 408.9 acres or almost 46% of the remaining natural habitat in the city. Since the GP does not include any remaining acres by habitat type it is also not possible to determine if the type of habitat remaining after this loss of 46% provides for the full diversity of species or is in a configuration and of a size that supports species continuation and does not just cause blink-outs. M-BI-1 does not adequately address this. Habitat by specific habitat type needs to be of a size and configuration that can support sensitive species. The MM needs to be much more specific.
- 5-51 | - The discussion of impacts to biological resources does not specifically discuss the impacts on the Biological Core and Linkage Area(BCLA) identified in the MHCP. Impacts in these lands in Vista could result in indirect impacts by reducing the regional BCLA. These potential direct and indirect impacts to the BCLA should be evaluated in the PEIR.
- 5-52 | - M-BI-1 and 3 do not provide a complete list of edge effect conditions that need to be considered. The identified biological monitor needs to consider much more than marking grading limits and being present during earth moving. Project staging/fencing can restrict wildlife movement, Construction access could result in roadkill, Project disturbance could result in invasive species spread. The role of the monitor needs to be determined based on site specific conditions with the objective to assure that construction impacts on biological resources are minimized.
- 5-53 | - M-BI-4 really just states what the law requires in order to get a permit. The MM needs to discuss the three step process for wetlands- first avoid, then minimize, then mitigate. It should also note that typical mitigation for wetland impacts is 3:1.
- 5-54 | - There is no distinction for narrow endemic species which require specific actions under the MHCP. The PEIR needs to provide further analysis of impacts by habitat type and assure that all sensitive habitat types have been adequately protected. Furthermore the habitat assessment needs to be expanded to assure additional detail on narrow endemics. It is not sufficient to just identify survey points but in many cases plants need to be counted and mapped. Further definition of the habitat assessment is required to assure that narrow endemics have been considered.
- 5-55 | - M-BI-5 does not consider that lands that currently may be poor quality habitat, or even a weed patch, may still provide important forage and movement corridors and need to be considered as part of the assessment of potential impacts( this also applies to M-BI-5)
- 5-56 | - M-BI-5- add reference to the SD Natural History Museum list of San Diego County invasives species which adds some that are not on the Cal IPPC list.
- 5-57 | - M-BI-5 – Culvert design needs to consider openness ratios and there needs to be a maintenance program specified as failure to adequately maintain is common and results in loss of function for wildlife movement. Typical problems include culverts blocked by sediment and debris and erosion on the discharge end that results in an inability for small animals to enter/exit the culvert. This necessary on-going maintenance results in permanent, intermittent impacts that need to be addressed in project specific MM's to assure these are considered and addressed.
- 5-58 | - The section on Biological Resources should also discuss impacts of climate change on plants and wildlife and what will need to be considered as part of adaptive management for the species at risk. This might include a need for better wildlife corridor linkages than exist today .
- 5-59 | Green House Gasses  
- Progress on completing the required inventory and then actually implementing improvements needs to be linked to any density increases. This should include a mechanism for assuring some relationship

- 5-59  
cont. | between the number of increased residential units/sq feet of commercial/industrial as a percentage of target reduction identified in the CAP. Something like x percent increase in units/sq ft allowed per y % reduction in GHG emissions .
- 5-60 | Transportation/ Appendix F- Traffic Study  
- Figure 4- distinguish if there are any of the bus routes that operate at the smart growth standards and indicate if any are key to supporting the designated smart growth sites which are currently only at the light rail stations.
- 5-61 | - Page 27 Has there been any verification of forecast volumes- perhaps some verification of baseline conditions matching model. .
- 5-62 | - Projected 2030 conditions are based on Series 11 data- but Series 12 is actually significantly lower because of the slowed growth rate from the recession. Please add some discussion about anticipated range of variability and how far off these projections might be. The concern is that if peak conditions are overstated then millions of dollars can be programmed to fix failing conditions that will not exist.
- 5-63 | - Page 32-33 List of roadway changes to address traffic failures does not include the Cannon/Road Mar Vista connection. If it is not needed to respond to traffic conditions then why is it in the baseline scenario? This road extension is included in the county GP update and Vista has included it in the same configuration but there seems to be no justification based on the traffic results. Furthermore there is a significant issue about funding for this road extension. It was included in the approved North County parkway Plan- but at priority 29 of 33 road segments is not fundable. Furthermore in the discussion during the preparation of the North County parkway Plan this roadway link was tied to the need to improve the interchange at Mar Vista/# 78. This need for interchange improvements dramatically increases the costs of this improvement- again making it unlikely this road can actually be built by 2030. While the environmental review process does not require economic analyses it does require considering a range of alternatives. The alternatives analysis should consider the feasibility of actually constructing this very expensive roadway extension, given its significant indirect impacts on core habitat.
- There are significant direct, indirect, and growth inducing impacts associated with roadway capacity increases. In fact the area referred to in the GP as Sunset Island is being considered for density increases which were not identified or discussed in the GP or included in the traffic studies. Having greater roadway capacity is growth inducing in this area and these impacts were not properly identified or evaluated. The traffic studies should redo the analysis of the Cannon/Mar Vista connection to more fully consider the impacts without the connection through to Carlsbad, and with any density changes being proposed for the Sunset Island. After the traffic studies have been updated further analysis of growth inducing and indirect impacts of this extension need to be considered.
- 5-64 | - P 40 S Melrose is an F at Sycamore and Park Center in the AM peak. Why is there no discussion of alternatives to address this? The traffic studies assume roadway expansion/signalization will not address this- but there are other actions that could. They may not eliminate the failure but could certainly reduce the severity. This is a GP update and should therefore look beyond the traditional traffic only solutions. Alternative transportation, land use changes, TDM should all be considered.
- 5-65 | - Page 49 statement about the F on Melrose caused by the County's proposed widening of Buena Creek. The city should specifically request the County to reconsider the widening of Buena Creek that is in the County Plan. If county action causes a failure in another jurisdiction then it should be required to modify its plan or appropriately mitigate it. This probably needs to be policy that SANDAG establishes with some kind of regional enforcement.
- 5-66 | - Failures are also created at Emerald between Olive and West and Civic center between # 78 and Santa Fe. Again the corrective action needs to look beyond traditional roadway widening and consider other ways that this condition could be mitigated such as alternative transportation, land use and TDM.
- 5-67 | - P 51 includes the statement " Bus service in the city of Vista is dependent upon available funds." Of course the level of bus service affects the amount of roadway congestion. The level of bus service is also

- 5-67  
cont. | a key factor in the benefits that can be achieved with "smart growth planning" and is part of the key offsetting benefits for the adverse effects of density increases. Every local jurisdiction needs to do its part to help support adequate levels of public transit as part of its approach to solving traffic congestion- it is not just about building more roads.
- 5-68 | - Table 16 is very unclear- and does not match the text. This would be improved by indicating a Yes or No instead of and x. For example the text says the Olive overcrossing is not included in the GP update yet it has an "X" under the column for GP CE which would indicate it is included. Stating some as a positive and some as a negative furthers the confusion.
- 5-69 | - The Cannon connection should be modeled without the connection through to Carlsbad which is very controversial, not funded, and likely not permittable by the resource agencies.. Vista needs to be able to distinguish the impacts on Vista of a roadway network that has a reasonable chance of being implemented.
- 5-70 | - There should also be an alternative that eliminates both the Branding Iron and Cannon connections. At the most recent Planning Commission hearing it was stated that the Branding Iron connection has been removed, even though it still shows in the GP and in the PEIR and it does not appear that it has been eliminated in the alternatives with Cannon.
- 5-71 | -Per page 59 Without the Branding Iron connection there will be a failure at Sunset- yet no mitigation is proposed for this. There needs to be some mitigation for this LOS F at Sunset if the Branding Iron connection is removed.
- 5-72 | - Per page 62 there are no failures created with the removal of the Cannon connection- just LOS E's at Civic Center and Emerald continue. Why spend millions of dollars for a connection that results in no significant benefits? A reasonable person might say if it's not broke don't fix it.

Thank you for your consideration of our comments. We look forward to continue to working with you toward a GP that achieves your goals for Vista while still protecting our priceless natural resources.

Sincerely,

Diane Nygaard  
Preserve Calavera



## Response to Letter 5 – Preserve Calavera

### Comment 5-1 Response

The City of Vista held a Planning Commission Workshop on July 19, 2011, to discuss the issue of the Mar Vista Drive/Cannon Road extension, among other land use and circulation issues. The Planning Commission recommended the removal of the Cannon Road/Mar Vista extension from the Circulation Element in the GP Update at this meeting. Staff has revised the Circulation Element and Final PEIR to reflect the removal of this link; therefore, there is no need to evaluate the impact of its development at this time. The projected traffic volumes in the Final PEIR have been revised to reflect the anticipated redistribution of traffic and associated impacts resulting from this change.

### Comment 5-2 Response

Several new policies and revisions to existing policies are proposed under Goal 4 of the RCS Element to reflect the importance of the city's entire creek network, including buffers and major tributaries thereto.

With respect to the application of a uniform buffer for all creek corridors throughout the city, please refer to Comment 2-9 Response, above.

### Comment 5-3 Response

As referenced in Comment 2-1 Response, a BPO has been incorporated into the LUCI and RCS elements to define lands for future biological preservation in accordance with the MHCP, with accompanying goals and policies addressing its implementation. While the BPO is not identical to the Biological Core and Linkage Area (BCLA) included in the MHCP, it reflects conservation of the majority of these areas, and reflects the lands that the city either has current land use control over, or lands that are targeted for conservation through future acquisition or discretionary review. The city cannot commit to including all of the privately held lands shown on the BCLA map (MHCP Figure 2-4) without a guaranteed source of funding to acquire and manage those properties for future conservation. Should a regional funding source become available, the city may expand the BPO consistent with the BCLA to reflect additional acquisition priorities.

### Comment 5-4 Response

A section discussing the Agua Hedionda Watershed Management Plan has been added to the introduction chapter of the GP Update, under the "Consideration of Associated Planning Efforts" sub-heading. No changes to the Final PEIR were required.

### Comment 5-5 Response

The following revisions have been made to Issue No. 11 in the GP Update (note - changes are provided in tracking mode, underline for new text and strike out for deleted text):

#### Issue No. 11: Environmental ~~Constraints~~ Conditions

There are several environmental conditions in Vista that ~~contribute to constraints on~~ limit or constrain development, including slopes, soils, and hydrology. ~~In addition~~ For example, steep terrain contributes to the rapid spread of wildfires; as a rule, the rate that a fire spreads is directly proportional to the steepness of a slope. ~~Finally~~, Buena Vista Creek and Agua Hedionda Creek pose different environmental challenges as they ~~constraints and potential hazards~~ because the creeks are subject to occasional flooding, while surrounding land, which includes

residential, commercial, and parks and open space uses, encroaches on their floodplains. No changes to the FEIR were required.

### **Comment 5-6 Response**

The following revisions (in tracking mode) have been made to the second paragraph in Opportunity No. 11 in the GP Update:

A key principal of smart growth is providing alternative means of transportation to the personal automobile. The SPINTER rail line provides new public transportation opportunities for residents, commuters, and visitors. In addition, there are several high frequency bus routes that traverse major arterials and collectors within the City. The SPINTER stations and high frequency bus routes ~~locations~~ provide ~~the opportunity~~ opportunities for mixed-use development and concentrated residential development to capitalize on the combination of rail access and associated bus routes to help reduce dependence on the automobile and the associated vehicular trips.

No changes to the Final PEIR were required.

### **Comment 5-7 Response**

The following sentence has been added at the end of LUCI Policy 1.5 in the GP Update:

Preference shall be given to native or drought tolerant landscape species.

### **Comment 5-8 Response**

Changes were made to LUCI Policy 1.8, per the comment to mention major tributaries. This change was made throughout the PEIR where the duplication of LUCI Policy 1.8 is provided. Chapter 3 reflects these text changes.

### **Comment 5-9 Response**

The following policy has been added to LUCI Goal 11 in the GP Update:

#### LUCI Policy 11.2

Foster coordinated planning and cooperation with non-governmental organizations, particularly those involved in resource protection, in implementation of the City's land use planning policies.

This change was made throughout the PEIR where the duplication of Goal 11 is provided. Chapter 3 reflects these changes.

### **Comment 5-10 Response**

A description of the areas included within Vista's SOI, including the Sunset Island areas, has been added to the GP Update's Introduction Chapter under the "Local Agency Formation Commission" subheading. In addition, the LUCI Element has been revised to incorporate a discussion of city's SOI, inclusive of the Sunset Island land use designations, under the subheading "Other Key Topics Addressed in the Land Use Plan."

### **Comment 5-11 Response**

A new goal has been added to the LUCI Element, and numerous policy revisions have been made in both the LUCI and Circulation elements addressing Complete Streets concepts, including integrating

the city's transportation network with transit, pedestrian, and bicycle improvements. See Chapter 3 for text changes.

### **Comment 5-12 Response**

The following revisions (in tracking mode) to the first sentence in the Open Space (OS) land use designation under the Civic Activity, Open Space, and Parks and Recreation within the LUCI Element has been made in the GP Update:

The Open Space land use designation was established to preserve, in its natural state, land in the vicinity of ~~the unchanneled portion of~~ Buena Vista Creek, Agua Hedionda Creek, Buena Creek, other bodies of water, undeveloped flood plains, areas of seismic activity,... In addition, the LUCI Map has been revised to reflect an OS designation in portions of Green Oak Ranch and Buena Vista Park, consistent with the revisions to this policy.

### **Comment 5-13 Response**

The following revision (in tracking mode) to the third sentence in the Open Space (OS) land use designation under Civic Activity, Open Space, and Parks and Recreation within the LUCI Element has been made in the GP Update:

The OS designation ~~allows~~ may allow ancillary uses, such as low-intensity public recreation uses (including pedestrian, biking,...

### **Comment 5-14 Response**

Revisions have been made to the description of Buena Vista Creek and Policy OA-1.3 to better define what is considered the creek corridor and articulate the city's plan for removing channelized sections of the creek where feasible.

### **Comment 5-15 Response**

There does not appear to be an inconsistency of the trail description with Figure LUCI-7. The description states that the focus of OA-1 is the portion extending from Brengle Terrace Park to the western city boundary. There is no description that the trail would only travel from Brengle Terrace Park to downtown. LUCI Policy OA-1.6 does create "a linear park along Buena Vista Creek from Brengle Terrace Park to Downtown Vista"; however, this does not create an inconsistency with the figure. As shown in figures LUCI-7 and RCS-4, there is a planned trail connection along Buena Vista Creek from Brengle Terrace Park to the city boundary with Oceanside.

### **Comment 5-16 Response**

The following revision (in tracking mode) to the Description section of OA-1 in the LUCI Element has been made in the GP Update:

Buena Vista Creek includes the creek channel and the adjacent natural tree canopy that lines the creek corridor throughout the city.

Further references to the "creek" have been changed to "creek corridor" where appropriate.

### **Comment 5-17 Response**

The SANDAG Series 11 traffic model was used to forecast year 2030 traffic volumes. Mode split varies based on the land use per traffic analysis zone and is included in the assignment of trips on

the roadway network. No additional reductions for transit or other modes were incorporated into the analysis in order to maintain a conservative estimate of traffic impacts.

### Comment 5-18 Response

The City of Vista is not planning to increase development impact fees for the purpose of funding public transit. Transnet, which is administered by SANDAG, is the primary program for funding the region's transportation system, including public transit. The North County Transit District (NCTD), as a partner with SANDAG, has been and continues to be a recipient of funds for the SPRINTER light rail system and the BREEZE bus system that operates in the city. Both organizations have websites that clearly articulate their respective visions and plans related to public transit. In addition, future public transit projects are incorporated into SANDAG's Regional Transportation Plans (RTP), such as the adopted 2030 RTP and the proposed 2050 RTP, and into NCTD's Mobility Plans.

The city's current transportation development impact fees fund implementation of the Circulation Element network, including regional and local roadway improvements. SANDAG's RTP identifies funding for operation and eventual expansion of the SPRINTER and BREEZE services. The combination of these plans and funding sources are intended to implement a multi-modal transportation network consistent with Smart Growth policies.

### Comment 5-19 Response

The following revisions (in tracking mode) to the "Performance Criteria" section of the Circulation Element have been made in the GP Update:

#### Performance Criteria

Each roadway classification ~~serves an operational purpose~~ is part of a citywide street network that provides mobility choices to Vistans. Evaluating whether the roadways are meeting demand, and ~~promoting a balanced transportation system to what extent,~~ requires establishing suitable performance criteria for vehicles. Performance criteria provide a means to quantify how the circulation system accommodates existing and future traffic volumes, and meets the safety needs of non-motorized users such as pedestrians, transit users, and bicyclists.

Each roadway classification has a design capacity measured in average daily trips (ADT). ADT represents the level of daily traffic that each roadway type can carry. Level of service (LOS) is a qualitative measure that determines how a roadway or intersection operates. LOS is based on operational characteristics such as traffic volume, capacity, delay, type of traffic control, and other factors. LOS is expressed through a range from A to F, with LOS A representing free-flowing traffic, and LOS F representing heavy congestion and delay. In addition to vehicular LOS, the City shall support the use of emerging technologies, such as multi-modal level of service analyses, to measure the performance of bicyclists, pedestrians, and transit users in addition to motorists. Level of Service criteria and target performance measures can be qualitative and quantitative, including measures of accessibility, connectivity, safety, and security. Development of these methods allow for a systematic identification of impacts or benefits to alternative modes of transportation, recognizing that adding alternatives to single-occupant vehicle modes is the way to reduce highway travel demand and preserve roadway capacity.

The City has established LOS D as the threshold for acceptable operating conditions in designated areas. Intersections and roadway segments operating at LOS D or better (LOS A, B, or C) are considered to operate at acceptable levels of service. Intersections and roadway segments operating at LOS E or F are considered deficient. Table CE-1 lists the level of service thresholds for each roadway classification. In support of the City's goal of providing multiple transportation options, when a traffic analysis indicates that the LOS for a street or intersection reaches "D" or

below, the City will determine what improvements or operational changes are needed to maintain or improve LOS while balancing alternative transportation needs. The City will either require such improvements by the project applicant, or identify potential funding and prioritization for any necessary improvements through the Capital Improvement Program.

### **Comment 5-20 Response**

The freeway mainline analysis of State Route (SR) 78 is addressed in the Traffic Impact Analysis report prepared by RBF, which is included in Volume 2 of the PEIR. In addition, analysis of traffic impacts of SR-78 on-bound and off-bound ramps on roadway segments and intersections in Vista can be found in section 4.11.4, Project Impacts, of Section 4.11, Transportation and Circulation, in the PEIR.

### **Comment 5-21 Response**

Please see Comment 5-1 Response, above.

### **Comment 5-22 Response**

Please see Comment 5-1 Response, above. Note that additional policies have been added to the LUCI and Circulation elements to provide flexibility in the design of Circulation Element roadways to accommodate multiple modes of transportation, including pedestrians and bicycles.

### **Comment 5-23 Response**

The following policy (CE Policy 6.17) has been added to CE Goal 6 in the GP Update.

Provide flexibility in the design of trail improvements to accommodate a wide range of users while considering the existing environmental conditions and community character within the trail corridor.

### **Comment 5-24 Response**

High frequency bus routes consistent with the SANDAG Smart Growth criteria are identified in Figure CE-7 in the GP Update.

### **Comment 5-25 Response**

NCTD manages and operates bus and transit services within the City of Vista. This comment will be forwarded to NCTD for their consideration in planning future bus connections to the SPRINTER station at Civic Center Drive.

### **Comment 5-26 Response**

RCS Policy 14.7 addresses LEED certification for municipal buildings.

### **Comment 5-27 Response**

The following revision (in tracking mode) to RCS Policy 4.6(c.) has been made in the GP Update:

Utilize rain barrels and cisterns to manage rooftop runoff and/or utilize rooftop runoff to provide water for irrigating lawns and gardens.

### Comment 5-28 Response

Buffers are addressed in revisions to RCS Policy 4.5 and RCS Policy 5.2.a., and indirectly as part of a creek corridor in RCS Policy 5.3. Further, the following revisions (in tracking mode) to Section OA-1 have been made in the GP Update:

#### Description

Buena Vista Creek includes the creek channel and the adjacent natural tree canopy that lines the creek corridor throughout the city. It traverses numerous land use designations...

Recent improvements to the creek corridor include a flood control detention basin adjacent to Brengle Terrace Park, Creekwalk Park in the Vista Village shopping center, and trails ~~projects extending that have been developed~~ between Wildwood Park and Brengle Terrace Park.

#### [New] OA-1 Policy

Consider buffers along Buena Vista Creek in the approval of new or redevelopment projects fronting the creek corridor in order to protect its valuable natural resources. Buffers from the edge of the existing natural tree canopy should be established based on scientific analysis of the existing site conditions and the development proposal by a qualified biologist. New buildings or parking areas should not be permitted within the buffer area.

### Comment 5-29 Response

See Comment 5-14 Response, above. In addition, the following revisions (in tracking mode) have been made to RCS Policy 4.8 in the GP Update:

~~Retain Vista's~~ Restrict the installation of new concrete lining or channelization projects within open creeks and waterways and restore the creek system to its natural state where feasible except where the protection...water flow in an effort to balance flood protection, water quality benefits, and habitat preservation. The daylighting and restoration of covered creek channels is encouraged.

### Comment 5-30 Response

See Comment 2-1 Response and Comment 5-3 Response, above.

### Comment 5-31 Response

The LUCI Element contains a discussion of encouraging agricultural uses under the Rural Residential land use category. Policies that support the preservation, protection, and improvement of water quality and natural biological communities, whether resulting from agricultural uses or other land uses, are contained in RCS Policies 4.1, 4.2, 4.4, 4.5, 5.2(a.), 5.2(c.), and 5.2(g) within the RCS Element.

### Comment 5-32 Response

See Comment 2-1 Response and Comment 5-3 Response, above.

### Comment 5-33 Response

The following has been added to RCS Policy 7.1(d) in the GP Update:

Acquire easement rights or establish agreements with public utilities to ensure the protection of natural habitats or sensitive resources within existing or planned utility easements.

### **Comment 5-34 Response**

The city is not significantly changing the areas protected as open space from the existing General Plan. The update process has involved modifications to some land use designations to further define their use characteristics, including Open Space. The current Vista General Plan has no true “Open Space” designation that restricts new development, or is intended for conservation purposes. The current plan includes only an “Open Space Residential” designation that allows both open space and residential uses, clarified only at the zoning level. In updating the General Plan, the city has created a distinction between Open Space, for conservation purposes, and Parks and Recreation, for active recreation, parks, and other public facilities. The preservation of open space through application of the Open Space land use designation and the BPO actually enhances the city’s land use control over the remaining natural open space within the city, and provides policies to further support future preservation and conservation efforts. Therefore, the city views the tradeoff for increasing density in the city’s core, along major transit lines, and within specified Opportunity Areas, is the establishment of land use designations, goals, and policies focused on implementation of the MHCP.

To address the comment regarding the difference in acreage between Table 4.3-1 in the Biological Resources section of the Draft PEIR and Table LUCI-1, this is comparing the acreage of existing vegetation communities to the acreage of land designated as open space. First, the acreage designated as open space has been increased with implementation of the BPO. Second, Table 4.3-1 in the Draft PEIR is titled “Existing Vegetation Communities”; the total acreage (890.8 acres) is referenced in the comment as “natural open space”; however, this number includes vegetation communities such as “Extensive Agriculture,” “Field/Pasture (ruderal),” “Non-native Vegetation,” and “Orchards/Vineyards,” which should be distinguished differently. Finally, the city has designated the lands that staff believes have the highest conservation value as Open Space on the Land Use Map. The total acreage of “Existing Vegetation Communities” is more than the lands designated Open Space because of the distinction of categories identified above, and the fact that the city cannot designate every acre of land mapped as an existing vegetation community as Open Space. This would result in severe land use restrictions on private lands that could not be compensated for, leaving the city liable to future legal challenges and associated costs. The city has committed to conserving the extent of open space lands under local control and cannot commit to more without an identified source of funding.

### **Comment 5-35 Response**

As stated in RCS Policy 9.2 of the GP Update, “provide three acres of community parks per 1,000 residents; two acres of neighborhood parks per 1,000 residents, and an overall average park standard of 4.49 acres per 1,000 residents.” This policy is in support of the goal to “provide parkland to effectively serve the recreational needs of the community.” The city is committed to maintaining the current inventory of parkland, as supported by the Parks and Recreation designation on the Land Use Map and the goals and policies in the RCS Element.

While the distribution of community and neighborhood parks within the city is not ideal for the current population distribution, the goals and policies in the GP Update provide the flexibility in the future to acquire lands, convert existing facilities, and improve property to meet the recreational needs of the population. Due to the extent of development that has occurred within the city and the limited resources available to the city at this time, the city cannot commit to designating new park facilities on privately owned land, but prefers to rely on the flexibility afforded by policies supporting acquisition, conversion, multi-use, and other strategies to provide additional parkland in the future.

### **Comment 5-36 Response**

The GP Update Land Use Map has been updated to reflect an Open Space designation on the majority of Buena Vista Park based on implementation of the BPO and the distinction between Open Space and Parks and Recreation. However, based on the nature of improvements at S. Buena Vista Park and Brengle Terrace Park, the city does not agree that an Open Space designation is appropriate for these areas. Goals and policies are included in the GP Update to implement the MHCP, protect sensitive biological resources, and preserve the creek corridors extending through these parks.

### **Comment 5-37 Response**

The key in Figure RCS-3 has been changed (in tracking mode) as follows:

Proposed Buena Vista Creek ~~Park, Recreation, and Open Space~~ Master Plan.

In addition, the Water Resources policies in the RCS Element have been revised to better reflect the city's intent to protect the natural resources within the creek as a top priority, including a policy to prepare a Watershed Management Plan for Buena Vista Creek.

### **Comment 5-38 Response**

The city intends to come back to the City Council with an implementation program for the GP Update within 12 to 24 months of its adoption that will outline responsible parties, critical milestones, and timeframes for the goals and policies in the plan, including the Alternative Energy Study.

### **Comment 5-39 Response**

Policies regarding recycled water can be found in RCS Policy 3.1 and 3.2, and PSFS Policy 11.3 in the GP Update. Recycled water is also discussed in the Water Resources section of the RCS Element.

### **Comment 5-40 Response**

This comment is noted. In addition, the following revision (in tracking mode) to HV Policy 2.1 has been made in the GP Update:

HV Policy 2.1: Encourage the creation and operation of community gardens, ~~and~~ urban farms, and other small scale agricultural operations especially in neighborhoods that do not have convenient access to grocery stores.

### **Comment 5-41 Response**

The following policy (HV Policy 2.5) has been added to HV Goal 2 in the GP Update:

Promote access to large scale food distribution sites by allowing temporary or interim uses on commercially or industrially designated properties for the purpose of food distribution, as needed.

### **Comment 5-42 Response**

This comment is noted and will be forwarded to the City's decisionmaking bodies for review prior to consideration of the GP Update.

### **Comment 5-43 Response**

The following revision (in tracking mode) to PSFS Policy 5.3 has been made in the GP Update:



PSFS Policy 5.3: Conduct Community-wide awareness and education efforts concerning defensible space planning, maintenance, ignition-resistant construction, and landscaping techniques, with a focus on the areas within the Very High Fire Hazard Severity Zone.

### **Comment 5-44 Response**

The following revision (in tracking mode) to PSFS Policy 5.7 has been made in the GP Update:

PSFS Policy 5.7: Maintain the City's Vegetation Management Program to reduce wildfire hazards in urban and semi-urban areas within Vista. Thinning, pruning, or removal of native vegetation under this program shall require approval of the Fire Marshal and the appropriate resource agencies if not permitted under existing agreements.

### **Comment 5-45 Response**

Table 3-10, *Anticipated Build-Out of General Plan Update*, in the section entitled *Growth Assumptions*, of the Draft PEIR illustrates the net changes in population, residential units, and commercial/office/retail and industrial development to provide some context of how land use changes allowed under the proposed GP Update would affect population and development, as it currently exists. Potential land use changes associated with the Circulation Element (CE) were not included in the table because of the lack of specific project details as it relates to implementation of these projects. The PEIR was prepared at the programmatic level because specific information about the extent and design of future CE projects is not available and, therefore, would be speculative. Potential impacts on land uses from proposed changes under the CE would be more appropriately analyzed at the project level. Please note that potential impacts from an increase in impervious areas, including road widening, bikeways and sidewalks, was adequately analyzed in Section 4.7, "Hydrology and Water Quality," of the Draft PEIR on pages 4.7-20 to 24, 26, 32 and 33. Sections 4.10, "Public Services and Recreation" (page 4.10-16) and 4.12, "Utilities" (page 4.12-26) also include analysis of potential impacts from an increase in impervious areas. RCS Policy 9.9(e) and PSFS Policy 4.8 in the GP Update also specifically address impervious surfaces. Finally, a number of Complete Streets policies have been incorporated into the CE, which provide flexibility in the design of new multi-modal improvements, and which would help minimize the anticipated increase in impervious surfaces.

### **Comment 5-46 Response**

Average daily construction levels were estimated by dividing net new construction square-footage for each major land use type (residential, industrial, mixed use commercial/industrial, and other office/commercial) by 20 (years) to get an annual average rate of construction. Average daily emissions were then estimated using these average daily construction levels and the URBEMIS model. Emission estimates are only an approximation, as it is impossible and speculative to estimate what specific projects and associated activities would occur on specific days. Further, there is no real way to determine or predict specific days when air alert events would occur relative to construction activities. Air quality mitigation measures would reduce construction-related emissions. Mitigation Measure M-AQ-1a would reduce dust-related particulates by requiring dust control measures and would require additional watering on windy days. Further, Mitigation Measures M-AQ-1b and M-AQ-1c would reduce construction-related ground-level ozone precursors (nitrogen oxides [NO<sub>x</sub>] and reactive organic gases [ROG]), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

### **Comment 5-47 Response**

It is unclear from the comment what related “pollutants of concern” are identified in the demolition and architectural coatings phases of the analysis of construction emissions. Table 4.2-7, Criteria Pollutant Emissions Associated with Average Construction Activities (page 4.2-22), indicates that during the demolition phase, the maximum daily emissions for PM<sub>10</sub> and PM<sub>2.5</sub> (248 and 58, respectively) would both exceed their respective San Diego Air Pollution Control District (SDAPCD) thresholds (100 and 55, respectively). The maximum daily emissions for these same criteria pollutants during the architectural coatings phase would be substantially under the threshold (both less than 1). During the architectural coatings phase, the ROG maximum daily emissions (620) would substantially exceed the respective SDAPCD threshold for ROG (75). However, under the demolition phase the maximum daily emissions for ROG (19) would be well under the SDAPCD threshold.

As further addressed in the analysis on pages 4.2-22 to 4.2-23 and 4.2-27 to 4.2-28, all reasonable efforts to reduce emissions from construction activities through implementation of RCS Policies 1.3, 1.4, 14.4, and 14.6 and Mitigation Measures M-AQ-1b and M-AQ-1c were identified and discussed. As stated in the section on “Significance Determination” under Impact AQ-1: Construction Emissions, “Construction of the proposed land uses associated with the GP Update would temporarily generate emissions that are estimated to exceed SDAPCD’s SLTs for ROG, PM<sub>10</sub>, and PM<sub>2.5</sub>. The timing and duration of construction activities associated with the build-out projections over the 20-year life of the GP Update cannot be determined. However, emissions associated with the project average would contribute to an existing air quality violation because there would be a net increase in emissions for which the SDAB is currently in nonattainment status. Each future development would undergo development review, including CEQA review, to evaluate project-specific impacts. Even with the incorporation of all feasible mitigation measures (M-AQ-1a through M-AQ-1c), construction-related emissions would potentially remain in exceedance of SDAPCD’s SLTs. Therefore, impacts related to construction emissions would be significant and unavoidable from the point of view of the GP Update.”

### **Comment 5-48 Response**

There does not appear to be an inconsistency in the GP Update between the goals and policies dealing with air pollution and the goals and policies of a healthy community. The PEIR includes numerous references to policies that help reduce (or mitigate) the potential impacts of air pollution. Several policies have been incorporated into the CE to promote Complete Streets practices, which would improve future efforts to reduce vehicle miles traveled (VMT). Examples of CE policies that would reduce VMT within the city are identified and analyzed on pages 4.2-18 to 4.2-19 of the Draft PEIR. Examples of LUCI policies that promote smart growth land use patterns that could result in further reductions to operational emissions can be found on page 4.2-20. Examples of RCS policies directed at improving air quality and protecting persons and the environment from the effects of air pollution are identified on page 4.2-20. RCS goals and policies directed at reducing GHG emissions from motor vehicle trips can be found in Section 4.5, “Climate Change.” Further, a discussion on the air quality models used in the analysis of potential impacts is discussed in subsection 4.2.4.1, Methodology. A discussion of the anticipated reduction in vehicular emissions from improved engine technology and the assumptions of the air quality models can be found on pages 4.2-24 to 4.2-25.

### **Comment 5-49 Response**

See Comment 2-1 Response and Comment 5-3 Response. The Final PEIR has been updated to include a discussion of Threshold 6 within Section 4.3, “Biological Resources,” of the Draft PEIR, which includes an analysis of the project’s consistency with the MHCP.

**Comment 5-50 Response**

See Comment 5-34 Response, above.

**Comment 5-51 Response**

See Comment 5-49 Response, above.

**Comment 5-52 Response**

Both mitigation measures state that if the respective habitat assessments identify potential impacts on sensitive species or communities, project-specific measures would be developed in consultation with the wildlife agencies, which would include but not be limited to the measures listed in the PEIR.

**Comment 5-53 Response**

Avoidance and minimization measures regarding wetland impacts would be discussed in the required project-specific habitat assessments, as noted in Mitigation Measures M-BI-1 and M-BI-3. Mitigation ratios consistent with the MHCP have been incorporated into the GP Update by reference, as identified in Comment 2-1 Response, above.

**Comment 5-54 Response**

The PEIR is not a project-specific EIR; therefore, further analysis of potential acreage impacts on habitat types is beyond the scope and intent of this document. For reference, additional policies have been added to the GP Update to address consistency with the MHCP, as identified in Comment 2-1 Response, above, and site-specific habitat assessments are required as mitigation in the PEIR, as identified in Comment 5-52 Response, above. With implementation of the policies and mitigation requirements outlined in the GP Update and the PEIR, adequate protection of narrow endemic species would be provided in project-specific reviews.

**Comment 5-55 Response**

Details such as the quality of habitat providing forage, etc. would be addressed in the required project-specific habitat assessments, as noted in Mitigation Measures M-BI-1 and M-BI-3.

**Comment 5-56 Response**

For Mitigation Measure M-BI-5, a reference to the San Diego Natural History Museum List of San Diego County Invasive Species has been included.

**Comment 5-57 Response**

The PEIR is not a project-specific EIR. Details such as culvert design would be addressed in the required project-specific habitat assessments, as noted in Mitigation Measures M-BI-1, M-BI-3, and M-BI-5.

**Comment 5-58 Response**

A Climate Action Plan (CAP), which is required to be implemented within 24 months of the adoption of the GP Update, will address the impacts of climate change on the city, including 2005 baseline and 2020 forecast greenhouse gas (GHG) emissions, target emission reductions and implementation measures, and an evaluation and monitoring plan. The city anticipates that implementation of a CAP

will result in beneficial environmental effects over the long term; therefore, adaptive management strategies can be considered in the future if conditions warrant.

### **Comment 5-59 Response**

See Comment 5-58 Response, above. It is unclear how the suggested methodology of linking implementation of CAP measures with increased density can be effectively measured.

### **Comment 5-60 Response**

High frequency bus routes consistent with the SANDAG Smart Growth criteria have been identified in Figure CE-7 in the GP Update.

### **Comment 5-61 Response**

The Series 11 traffic model was calibrated by SANDAG based on existing conditions data at the time the model was developed. Further calibration does not occur for future years; however, SANDAG updates and recalibrates the model on a regular basis and uses the calibrated model to update future forecast year conditions.

### **Comment 5-62 Response**

The PEIR identifies impacts on 12 intersections in the year 2030, based on SANDAG's Series 11 data and the 2030 Regional Growth Forecast. While comparing 2030 conditions to Series 12 data would result in less traffic due to the slowed growth rate from the recession, Series 12 data is used by SANDAG in their 2050 Regional Growth Forecast, which is used to update SANDAG's 2050 RTP. The 2050 RTP was still in draft form at the time the PEIR was prepared, and, as such, the 2030 RTP was used to determine traffic conditions at project buildout with the proposed project. Furthermore, 11 roadway segments are currently failing in the existing condition, and, although comparing future traffic conditions using Series 12 data would generally reduce the severity of impacts, roadway conditions in Vista would remain failing; and it is not expected that any peak roadway conditions would be overstated.

### **Comment 5-63 Response**

See Comment 5-1 Response, above.

### **Comment 5-64 Response**

See Comment 5-19 Response, above. Implementation of the policy revisions in the CE will allow for evaluation of alternative methods of transportation at this intersection, which can identify alternative mitigation strategies addressing non-motorized transportation, transportation demand management (TDM), or other feasible traffic reduction strategies. Based on the developed nature of the intersection, the lack of additional right-of-way at critical movement locations, and the investment in the surrounding land uses, physical improvements to the intersection to improve future operations are not feasible. Based on these same factors, the city does not agree that land use changes are a feasible solution either.

### **Comment 5-65 Response**

This comment is noted and will be forwarded to the city's decisionmaking bodies for review prior to consideration of the GP Update. It should be noted that CE Policy 3.5 requires that the city "work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not

adversely impact the city and traffic impacts from Vista projects do not adversely impact neighboring cities.”

### Comment 5-66 Response

See Comment 5-64 Response, above.

### Comment 5-67 Response

This comment is noted and will be forwarded to the city’s decisionmaking bodies for review prior to consideration of the GP Update.

### Comment 5-68 Response

Table 16 of the Traffic Impact Analysis has been revised to include “x” instead of “yes/no.”

### Comment 5-69 Response

See Comment 5-1 Response, above.

### Comment 5-70 Response

In a scenario where both the Branding Iron Drive and Cannon Road extensions are removed, only the volumes on Sunset Drive between Melrose and Crestview would change, resulting in a 15,900 shift in daily trips from Branding Iron to Sunset. Table 2-3 provides the revised ADTs for all study area segments included in the Circulation Element and in Section 4.11, “Transportation and Circulation,” of the PEIR. As shown, no impacts would be reduced under this scenario because there is no way to avoid impacts on Sunset without the Branding Iron extension.

**Table 2-3. 2030 ADT with General Plan without Cannon/Mar Vista Extension and without Branding Iron Extension**

| Segment             | Location                           | <u>With</u> Branding Iron Extension, <u>Without</u> Cannon/ Mar Vista Extension |       |     | <u>Without</u> Branding Iron Extension, <u>Without</u> Cannon/Mar Vista Extension |       |     | Change in ADT |
|---------------------|------------------------------------|---|-------|-----|---|-------|-----|---------------|
|                     |                                    | ADT   | V/C   | LOS | ADT   | V/C   | LOS |               |
| South Melrose Drive | Park Center Dr to Sycamore Ave     | 45,800  | 0.763 | C   | 45,800  | 0.763 | C   | 0             |
|                     | Sycamore Ave to Shadowridge Dr     | 25,300  | 0.422 | C   | 25,300  | 0.422 | C   | 0             |
|                     | Shadowridge Dr to Sunset Dr        | 38,600  | 0.643 | C   | 38,600  | 0.643 | C   | 0             |
|                     | Sunset Dr to SR 78 EB Off-Ramp     | 39,200  | 0.784 | C   | 39,200  | 0.784 | C   | 0             |
| North Melrose Drive | SR 78 EB Off-Ramp to Olive Ave     | 37,700  | 0.754 | C   | 37,700  | 0.754 | C   | 0             |
|                     | Olive Ave to W. Bobier Dr          | 38,400  | 0.768 | C   | 38,400  | 0.768 | C   | 0             |
| Sycamore Avenue     | S. Melrose Dr to Business Park Dr  | 46,600  | 0.777 | C   | 46,600  | 0.777 | C   | 0             |
|                     | Business Park Dr to La Mirada Dr   | 39,400  | 0.657 | B   | 39,400  | 0.657 | B   | 0             |
|                     | La Mirada Dr to Shadowridge Dr     | 40,100  | 0.668 | B   | 40,100  | 0.668 | B   | 0             |
| Vista Village Drive | Shadowridge Dr to EB 78 Ramps      | 50,100  | 0.835 | D   | 50,100  | 0.835 | D   | 0             |
|                     | Vista Way to N. Santa Fe           | 39,200  | 0.784 | C   | 39,200  | 0.784 | C   | 0             |
| East Vista Way      | N. Santa Fe to Civic Center Dr     | 24,100  | 0.482 | C   | 24,100  | 0.482 | C   | 0             |
|                     | Civic Center Dr to Vale Terrace Dr | 44,300  | 0.886 | D   | 44,300  | 0.886 | D   | 0             |
|                     | Vale Terrace Dr to Bobier Dr       | 28,000  | 0.560 | A   | 28,000  | 0.560 | A   | 0             |
|                     | North of Bobier Dr.                | 31,200  | 0.780 | C   | 31,200  | 0.780 | C   | 0             |

| Segment              | Location                             | <u>With</u> Branding Iron Extension, <u>Without</u> Cannon/ Mar Vista Extension |              |          | <u>Without</u> Branding Iron Extension, <u>Without</u> Cannon/ Mar Vista Extension |              |          | Change in ADT |
|----------------------|--------------------------------------|---|--------------|----------|--|--------------|----------|---------------|
|                      |                                      | ADT   | V/C          | LOS      | ADT  | V/C          | LOS      |               |
| West Vista Way       | Emerald Dr to N. Melrose Dr          | 16,100  | 0.644        | B        | 16,100   | 0.644        | B        | 0             |
|                      | N. Melrose Dr to Vista Village Dr    | 17,000  | 0.283        | A        | 17,000   | 0.283        | A        | 0             |
| Bobier Drive         | N. Melrose Dr to N. Santa Fe         | 28,400  | 0.710        | C        | 28,400   | 0.710        | C        | 0             |
|                      | N. Santa Fe to E. Vista Way          | 21,600  | 0.540        | A        | 21,600   | 0.540        | A        | 0             |
| North Santa Fe Drive | Bobier Dr to Vista Village Dr        | 25,600  | 0.640        | B        | 25,600   | 0.640        | B        | 0             |
| South Santa Fe Drive | Vista Village Dr to Civic Center Dr  | 32,900  | 0.823        | D        | 32,900   | 0.823        | D        | 0             |
| Branding Iron Drive  | Melrose Dr to Sunset Dr              | 15,900  | 0.398        | D        | --   | --           | --       | -15,900       |
| Civic Center Drive   | S. Sunset Ave to WB 78 Ramps         | 32,000  | 0.800        | C        | 32,000   | 0.800        | C        | 0             |
|                      | <b>WB 78 Ramps to S. Santa Fe</b>    | <b>47,600</b>   | <b>0.952</b> | <b>E</b> | <b>47,600</b>  | <b>0.952</b> | <b>E</b> | <b>0</b>      |
|                      | <b>S. Santa Fe to Vista Way</b>      | <b>36,100</b>   | <b>0.903</b> | <b>E</b> | <b>36,100</b>  | <b>0.903</b> | <b>E</b> | <b>0</b>      |
| Hacienda Drive       | Emerald Dr to S. Melrose Dr          | 9,900   | 0.396        | A        | 9,900  | 0.396        | A        | 0             |
|                      | S. Melrose Dr to Vista Village Dr    | 19,200  | 0.768        | C        | 19,200   | 0.768        | C        | 0             |
| Emerald Drive        | <b>Olive Ave to West Dr</b>          | <b>24,500</b>   | <b>0.980</b> | <b>E</b> | <b>24,500</b>  | <b>0.980</b> | <b>E</b> | <b>0</b>      |
|                      | West Dr to Hacienda Dr               | 30,600  | 0.765        | C        | 30,600   | 0.765        | C        | 0             |
| Business Park Drive  | Sycamore Ave to Park Center Dr       | 20,500  | 0.820        | D        | 20,500   | 0.820        | D        | 0             |
|                      | Park Center Dr to Poinsettia Ave     | 18,000  | 0.720        | C        | 18,000   | 0.720        | C        | 0             |
|                      | Poinsettia Ave to Palomar Airport Rd | 21,900  | 0.876        | D        | 21,900   | 0.876        | D        | 0             |
| La Mirada Drive      | Sycamore Ave to Poinsettia Ave       | 12,700  | 0.847        | D        | 12,700   | 0.847        | D        | 0             |
| Shadowridge Drive    | S. Melrose Dr to Sycamore Ave        | 12,800  | 0.512        | A        | 12,800   | 0.512        | A        | 0             |
| Sunset Drive         | S. Melrose Dr to Buena Vista Dr      | 1,900   | 0.268        | A        | 1,900  | 0.268        | A        | 15,900        |
|                      | Buena Vista Dr to Escondido Ave      | 600   | 0.085        | A        | 600  | 0.085        | A        | 15,900        |
| Thibodo Drive        | Mar Vista Dr to Chaparral Dr         | 7,400   | 0.493        | A        | 7,400  | 0.493        | A        | 0             |
|                      | Chaparral Dr to Sycamore Ave         | 9,000   | 0.600        | A        | 9,000  | 0.600        | A        | 0             |
| Olive Drive          | Emerald Dr to N. Melrose Dr          | 13,900  | 0.556        | A        | 13,900   | 0.556        | A        | 0             |
|                      | N. Melrose Dr to Plymouth Dr         | 18,700  | 0.748        | D        | 18,700   | 0.748        | D        | 0             |
|                      | Plymouth Dr to Vista Village Dr      | 10,900  | 0.727        | D        | 10,900   | 0.727        | D        | 0             |
| Monte Vista Drive    | N. Santa Fe to Cypress Rd            | 13,500  | 0.900        | D        | 13,500   | 0.900        | D        | 0             |
|                      | Cypress Rd to York Dr                | 6,300   | 0.420        | A        | 6,300  | 0.420        | A        | 0             |

**Comment 5-71 Response**

At the July 19, 2011, Planning Commission Workshop, the Planning Commission recommended maintaining the Branding Iron Drive extension on the Circulation Element network, which reduces traffic on Sunset Drive and eliminates the LOS F condition. Therefore, with implementation of the preferred CE network, no significant traffic impacts would occur on Sunset Drive between SR-78 and S. Melrose Drive.

**Comment 5-72 Response**

See Comment 5-1 Response, above.

## 2.3.6 Comment Letter 6 – California Department of Transportation

Comment Letter 6

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

JERRY BROWN, Governor

### DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
 4050 TAYLOR STREET, MS 240  
 SAN DIEGO, CA 92110  
 PHONE (619) 688-6960  
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 TTY 711



*Flex your power!  
 Be energy efficient!*

June 21, 2011

11-SD-78

Mr. John Hamilton  
 City of Vista  
 Planning Department  
 200 Civic Center Drive  
 Vista, CA 92084

Dear Mr. Hamilton:

The California Department of Transportation (Caltrans) has reviewed the City of Vista General Plan Update Program Environmental Impact Report (EIR). Caltrans has the following comments:

- 6-1 • The California Governor’s Office of Planning and Research states the following regarding general law and policy concerning the relationship between Regional Transportation Plans (RTP) and General Plans (GP):
  - *When preparing or revising a General Plan, cities and counties should carefully analyze the implications of regional plans for their planning area. General Plans are required to include an analysis of the extent to which the General Plan’s policies, standards, and proposals are consistent with regional plans.*
  - 6-2 ○ *The policies and plan proposals contained in the land use and circulation elements should reflect the RTP and Regional Transportation Improvement Program (RTIP). Clearly, transit standards, congestion management measures, proposed facilities, and transportation related funding may directly affect land use patterns and capital improvements. Although there is no explicit requirement that the RTP and RTIP be consistent with local general plans, good practice dictates that cities and counties should address these regional goals, policies, and programs to the extent they are relevant.*
- 6-3 • The city should cooperate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on/off ramps is adequate.
- 6-4 • Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation

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Mr. John Hamilton  
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facilities. In particular, the pattern of land use can affect both total vehicle miles traveled (VMT) and the number of trips per household. Therefore, Caltrans encourages local agencies as part of their General Plan updates to work towards a safe, functional, interconnected, multi-modal system integrated with land use planning that supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. Transit accommodations can be accomplished through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements, which can improve mobility and alleviate traffic impacts to State Route 78 (SR-78). Such proposed accommodations in Caltrans right-of-way should be coordinated early with Caltrans staff; contact Chris Schmidt, Caltrans Transportation Planning, Public Transit Branch (619-220-7360).

6-4  
 cont.

- **SR-78 Corridor Study:** The San Diego Association of Governments (SANDAG) and Caltrans are currently working on the SR-78 Corridor Study for improving transportation and land use along the SR-78 corridor. The SANDAG project manager for the SR-78 Corridor Study is Rachel Kennedy (619-699-5638), and the Caltrans project manager is Robin Owen (619-688-2507).
- **SANDAG 2030 RTP:** The Reasonably Expected Revenue Scenario includes the addition of two High Occupancy Vehicle (HOV) lanes on SR-78 from I-5 to I-15 to be built by 2030.
- **SANDAG 2050 RTP:** SANDAG is in the process of updating the RTP. The 2050 RTP will replace the 2030 RTP. With SANDAG's Sustainable Communities Strategy efforts in the 2050 RTP Update, per Senate Bill 375 (SB 375), Caltrans encourages the City to coordinate with SANDAG to address regional strategies to reduce greenhouse gases (GHG) and VMT.
- **The California Complete Streets Act of 2008:** Beginning January 1, 2011, Assembly Bill 1358 requires that any substantive revision of the circulation element of the general plan includes planning for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to the context of the general plan. The Act defines all users as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Caltrans supports Complete Streets policies and continues to implement our own Complete Streets directive, DD-64-R1.

6-5

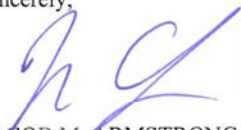
- On Page 46 of Appendix F of the EIR – Traffic Input Analysis Report: The Caltrans Freeway Mainline Analysis states “HCS worksheets used to calculate the freeway segments are included in the Appendix F to this report”. However, such information is missing. Please provide the missing document for review.

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If you have any questions or require further information, please contact Jose Marquez at (619) 688-3193 or email at [jose.marquez@dot.cag.gov](mailto:jose.marquez@dot.cag.gov)

Sincerely,



JACOB M. ARMSTRONG, Chief  
Development Review Branch

*"Caltrans improves mobility across California"*

## Response to Letter 6 – California Department of Transportation

### Comment 6-1 Response

Section 4.8, “Land Use, Population, and Housing,” of the Draft PEIR provides a consistency analysis of the GP Update with regional plans that apply to the City of Vista, including the Carlsbad and San Luis Rey River Watershed Urban Water Management Plans (WURMPs), the Congestion Management Plan (CMP), Regional Comprehensive Plan (RCP), RTP, Regional Air Quality Strategy (RAQS), and San Diego Basin Plan. The consistency analysis evaluates the GP Update’s proposed goals and policies and determined that no inconsistencies with any of the goals or policies of the Carlsbad and San Luis Rey River WURMPs, the CMP, RCP, RTP, RAQS, or San Diego Basin Plan would occur.

### Comment 6-2 Response

The formulation of the Circulation and Land Use Elements of the GP Update includes a discussion of the RTP; future roadway conditions for the year 2030 were based on SANDAG’s Series 11 North County San Diego subarea traffic model. As shown in Comment 6-1 Response, above, Section 4.8, “Land Use, Population, and Housing,” of the Draft PEIR includes a consistency analysis with the RTP. Furthermore, a discussion of the Regional Transportation Improvement Plan (RTIP) is provided in Section 4.11, “Transportation and Circulation.” Lastly, the Mar Vista – Cannon roadway extension has been removed from the GP Update and the city will initiate a formal process to remove this connection from the RTP with SANDAG, following adoption of the GP Update.

### Comment 6-3 Response

Comment noted. The city will cooperate with the California Department of Transportation (Caltrans) to implement necessary improvements at intersections and interchanges where there is a joint jurisdiction and to ensure the capacity of the on/off ramps is adequate.

### Comment 6-4 Response

Comment noted. The GP Update’s Land Use and Community Identity and Circulation elements were developed to work together, along with the Healthy Vista Element, in order to work towards safe, functional, interconnected, and multi-modal systems integrated with land use planning that support pedestrian, bicycle, and transit-friendly activities to enable residents to choose between alternative modes of transportation.

### Comment 6-5 Response

Appendix F of the Traffic Input Analysis Report, which includes the HCS worksheets used to calculate freeway segments, is available for review. Please contact John Hamilton, AICP, at City of Vista’s Community Development Department, at 760-726-1340, ext. 1215 or by e-mail at [jhamilton@cityofvista.com](mailto:jhamilton@cityofvista.com).

## 2.3.7 Comment Letter 7 – San Diego Gas and Electric

Comment Letter 7



Edalia Olivo-Gomez  
 Environmental Specialist  
 8315 Century Park Court, CP21E  
 San Diego, CA 92123  
 (T) 858-637-3728  
 (F) 858-637-3700

June 22, 2010

Mr. John Conley  
 Community Development Director  
 200 Civic Center Drive  
 Vista, CA 92084  
[jconley@cityofvista.com](mailto:jconley@cityofvista.com)

RE: The City of Vista General Plan 2030 Update (General Plan) and the Draft Program Environmental Impact Report (EIR)

Dear Mr. Conley,

Thank you for the opportunity to comment on the above referenced documents. SDG&E commends the City of Vista on the preparation of a comprehensive plan to guide the City’s development and define the City’s vision to the year 2030. As a community partner and gas and electric service provider, SDG&E is interested in continuing to work with the City of Vista to ensure the City’s General Plan land use policies are consistent with public utility regulations and SDG&E’s commitment to provide safe and reliable energy. To assist our mutual goals, SDG&E provides the following comments for consideration:

- 7-1 1. Mapping - During the scoping period, SDG&E responded to the Notice of Intent (NOI) and provided comments including a map of existing transmission utility corridors, policy recommendations and the identification of the future need for an electric distribution substation within the central/west geographic area of the City. SDG&E requests that the City reconsider including the attached map energy facility goals, objectives and land use policies to help ensure adequate electric facility areas, land use compatibility and development criteria are in place to accommodate the City and the regions energy needs.
- 7-2 2. Consistency with California Public Utilities (CPUC) Regulations - SDG&E understands the City's desire to underground electric facilities to enhance the aesthetic character of the City. SDG&E expends a tremendous amount of effort on undergrounding electric distribution facilities for Rule 20 conversion projects. Undergrounding electric transmission facilities is extremely expensive and higher transmission voltages have many technical challenges. In order to ensure SDG&E is providing safe and reliable power at the lowest rates possible, it is imperative that the General Plan include policies that promote the use and/or upgrade of existing overhead facilities. General Plan policies, such as LUCI Policy 1.6 that explicitly disallow the addition of new electric lines to existing aboveground utility systems would be inconsistent with CPUC regulations that contain exemptions for utilizing existing infrastructure and rights-of-way. Furthermore, the policy is inconsistent with state law, the Garamendi

- 7-2  
cont.
- Principle – Transmission Siting SB 2431 (Garamendi), Chapter 1457, 62, Statutes of 1988 which states: 1. Encourage the use of existing rights-of-way (ROW) by upgrading existing transmission facilities where technically and economically feasible. 2. When construction of new transmission lines is required, encourage expansion of existing ROW, when technically and economically feasible. 3. Provide for the creation of new ROW when justified by environmental, technical, or economic reasons defined by the appropriate licensing agency.
- 7-3
3. Alternative Energy Promotion Study - SDG&E is pleased to see the promotion of alternative energy development which will include potential exemptions of alternative energy facilities from visual and biological General Plan policies, a ministerial process for approval of small scale wind and solar facilities, and expedited permits for projects that incorporate alternative energy sources. As mentioned in the Energy section of the Resource Conservation and Sustainability Element of the Draft General Plan, SDG&E is seeking opportunities to develop SDG&E excess land in Vista with small scale solar energy projects. As such, SDG&E appreciates the opportunity collaborate with the City and participate on the development of the Alternative Energy Promotion Study (Resource Conservation Policy 13.10).
- 7-4
4. Explicitly Reference both Transmission and Distribution Gas and Electric infrastructure - Thank you for including language in Section 4.12.4.4.7 Energy Supply and Infrastructure of the Draft EIR for SDG&E and the City to coordinate with developers for individual projects to ensure adequate electric facilities, including adequate right-of-way easements. SDG&E requests that this section be revised to explicitly include “transmission” infrastructure in addition to “distribution” infrastructure in reference to both electric and gas facilities.
- 7-5
5. Draft EIR, Section 4.12.2.5 Energy - The following updated information is recommended for this section. California laws, orders, and policies require increasing the use of renewable energy and lowering greenhouse gas emissions. California's Renewable Portfolio Standard (RPS) is the most ambitious renewable energy standard in the country. California law requires electric corporations, including SDG&E, to increase eligible renewable energy resources by at least 1% of their electric retail sales annually, until they reach 20% by December 31, 2010, or effectively 2013 under flexible compliance provisions. SB X1-2 (Simitian) signed into law on April 12, 2011, increases the 20% renewable energy goal by 2010 to a 33% renewable goal by December 31, 2020. According to California RPS compliance filings, SDG&E's actual renewable power procurement percentage is 10.2% (SDG&E 2010).

Again, SDG&E appreciates the opportunity to comment and we look forward to continuing to work with the City in this very important endeavor. If you have any questions please feel free to call me at (858) 637-3728.

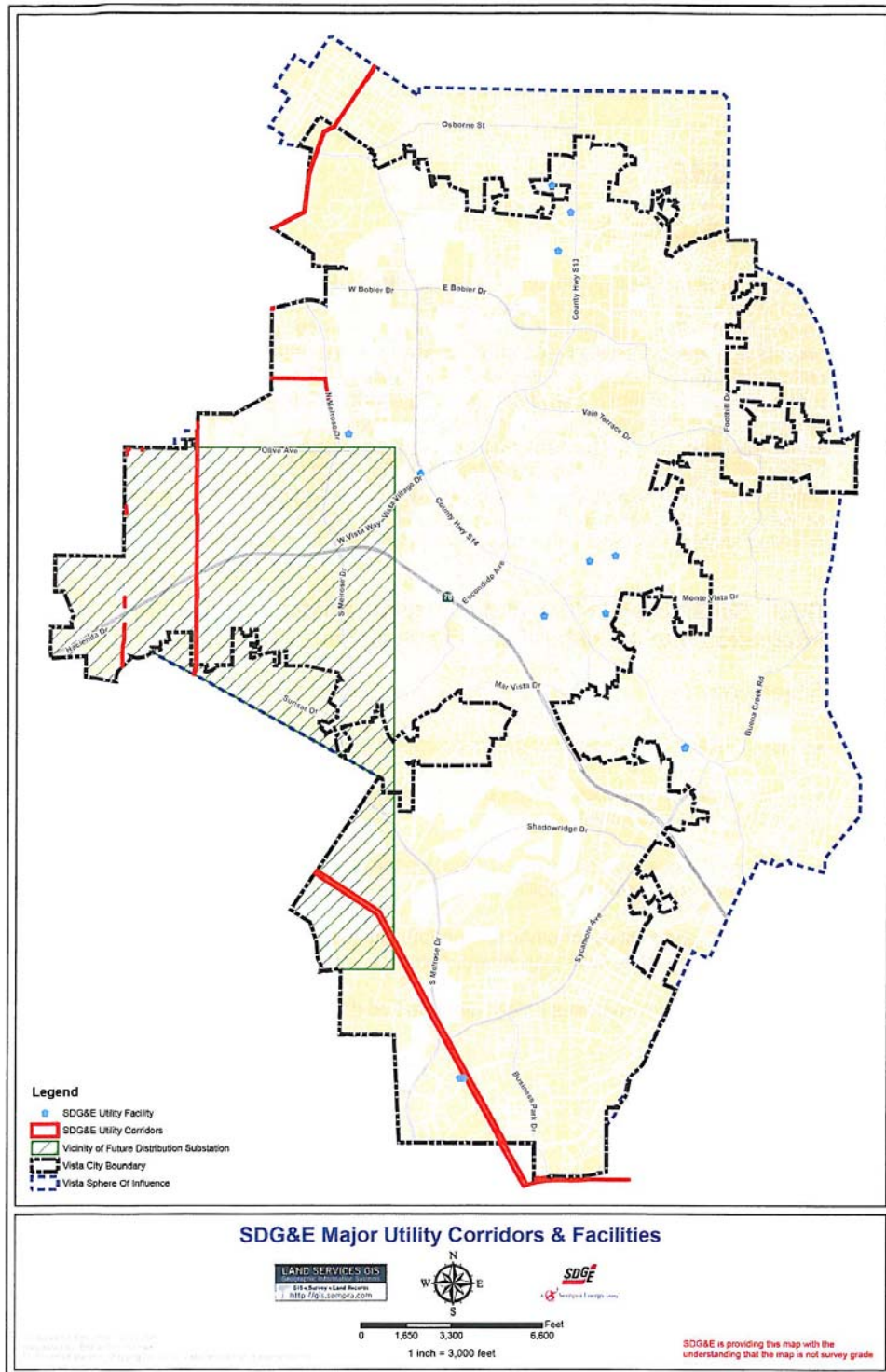
Sincerely,



Edalia Olivo-Gomez

Cc: Amber Starbuck, SDG&E





## LAND USE

### ENERGY FACILITIES

It has become increasingly important to ensure that adequate energy supplies and the means to transmit and convey energy are provided to the built environment. Because the built environment requires energy resources to operate and energy facilities require physical space to produce and convey this critical commodity, energy facilities should be considered a type of land use that requires integration into our land use planning efforts. While it is the responsibility of the California Public Utilities to regulate the siting and routing of energy facilities, the City of Vista seeks to promote consistent land use policies whenever possible to support energy infrastructure. Given the increasingly urban nature of southern California, the scarcity of suitable facility sites and the sensitivity of conserved resource areas, natural gas and electrical facility planning should become an integral part of all land planning efforts.

**Goal: Sensible and efficient electrical and natural gas facility integration into the natural and developed environment.**

#### Objectives:

- Use existing transmission corridors as effective wildlife corridors.
- Provide additional open space buffering between utility facilities and residential development.
- Ensure adequate area is reserved early in the development process for critical electrical service facilities.
- Provide opportunities for other appropriate land uses to be located within overhead electrical facility alignment areas.
- Assure that utility facilities safely integrate into the developed landscape.

#### Land Use Policies

##### *Energy*

- Development located within or adjacent to multiple species habitat plan preserve areas, adjacent to overhead electrical transmission lines and/or easements should incorporate additional open space buffers to maintain a

minimum 400-foot width along transmission line routes in areas that would provide connectivity between designated or planned open space multiple species preserves.

- Encourage and develop land use policies for the use of technology that supports integration of localized distributed generation and storage (aka, Smart Grid). More specifically, renewable facilities of both private and regulated sources can be utilized to serve the local community directly. Implementing this concept can best be accommodated by modifying zoning codes to allow these improvements on private lands or to recognize this use as an allowable use on land zoned Public Utility.
- Residential development proposed adjacent to other overhead electrical transmission lines and/or easements should incorporate additional open space, non-building area or rear yard setbacks to provide greater buffering from the transmission facilities.
- Additional open space or non-building area buffer should be integrated into new residential development or redevelopment located adjacent to existing or planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities.
- Redevelopment plans, community plan updates, general plan amendments, new master plans or similar larger scale developments that are located one mile or more from an existing substation should contact SDG&E to determine whether a set aside area of a minimum of two acres net usable pad area is necessary to accommodate a new substation facility based on increased electrical demand. The set aside area for the substation site should be located adjacent to proposed major arterial roadways and intersections and/or existing or planned electrical transmission rights of way. Also, additional right-of-way/corridor area for any necessary extension of transmission lines/facilities to serve the substation should be integrated into the plans. Coordination with SDG&E as to the location and size of the set aside area is essential and should be completed early in the process of formulating the plan, update or amendment. The set aside area can be designated with



appropriate alternate land uses in the event the site is not needed for utility use.

- Appropriate secondary land uses should be encouraged to be located within overhead transmission facility rights-of-way when appropriate and could include natural open space, passive parkland, plant nurseries, parking lots, private roads, access ways and driveways based on final review and approval of SDG&E. Trails can also be included as a secondary land use as long as proper indemnification, funding and maintenance language is set forth in a written agreement between SDG&E and the agency and project developer.
- Landscape trees, shrubs and groundcover associated with new development or redevelopment around existing and planned gas and overhead or aboveground electrical facilities should conform to SDG&E's landscape guidelines.

## Response to Letter 7 – San Diego Gas and Electric

### Comment 7-1 Response

The following additional policies have been added to Goal 14 of the RCS Element in the GP Update:

1. Policy 14.3: Support SDG&E in the location of new or expanded service facilities where appropriate, and support maintenance and operational activities through coordinated efforts with SDG&E staff and contractors.
2. Policy 14.1: Consider the goals and policies in SANDAG's Regional Energy Strategy in drafting new legislation, policies, or procedures.

### Comment 7-2 Response

The city understands SDG&E's need to upgrade existing transmission facilities, and the ability to do so (via existing agreements with the city) would not be compromised by this policy. The policy is intended to address the undergrounding of utilities in new projects where feasible, and facilitate the undergrounding of larger transmission facilities in coordination with SDG&E where feasible. In an effort to address the concerns provided in the comment, the following revision (in tracking mode) to LUCI Policy 1.6 has been made in the GP Update:

LUCI Policy 1.6: Encourage undergrounding of utilities, and ~~disallow~~ discourage new electric and communication lines to be added to existing aboveground utility systems.

### Comment 7-3 Response

This comment is noted and will be forwarded to the city's decisionmaking bodies for review prior to consideration of the GP Update. City staff will contact SDG&E to coordinate preparation of an Alternative Energy Promotion Study.

### Comment 7-4 Response

Changes have been made on page 4.12-32 of the Draft PEIR to include both transmission and distribution infrastructure for gas and electric facilities.

### Comment 7-5 Response

This comment is noted and will be forwarded to the city's decisionmaking bodies for review prior to consideration of the GP Update.

## 2.3.8 Comment Letter 8 – San Diego Association of Governments

Comment Letter 8



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

June 24, 2011

File Number 3330300

Mr. John Hamilton  
Environmental Planner  
City of Vista  
600 Eucalyptus Avenue  
Vista, CA 92084

Dear Mr. Hamilton:

SUBJECT: Comments on City of Vista’s General Plan 2030 Update Draft Environmental Impact Report

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Vista’s General Plan 2030 Update. SANDAG’s comments are made from a regional perspective, emphasize the need for land use and transportation coordination, and are based on policies contained in the Regional Comprehensive Plan (RCP) and the 2030 Regional Transportation Plan (RTP).

State law gives SANDAG the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff has reviewed this project and determined that it is regionally significant due to the amount of traffic generated. After a thorough review, we are pleased to see that environmental review of this project includes consideration of applicable policy objectives contained in the RCP and the RTP.

### Smart Growth Opportunity Areas

A key goal of the RCP is to focus growth in smart growth opportunity areas. There are a total of seven Smart Growth Planning Area place types located within the city of Vista. It appears that the City of Vista’s General Plan 2030 Update generally contributes to meeting the density and intensity targets of the Smart Growth Planning Area place types.

The Smart Growth Concept Map will be updated later this year. At that time, SANDAG will work with all local jurisdictions to incorporate updated local land use inputs to reflect ongoing general and specific plan changes. We look forward to working with your staff on these updates.

RECEIVED

JUL 5 2011

Community Development

MEMBER AGENCIES

- Cities of Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen’s Association
- Mexico

**Housing**

The Regional Housing Needs Assessment (RHNA) for the next housing element cycle has been aligned with the San Diego region 2050 RTP, which is scheduled to be adopted in October 2011. The next RHNA will be completed by October 2011, and the deadline for completion of the next housing element revisions will be April 21, 2013, no later than 18 months after the 2050 RTP is adopted.

**General Comments**

**Multimodal Transportation Analysis**

The 2030 RTP sets forth a multimodal approach to meeting the region’s transportation needs. As such, we are pleased to see that the traffic analysis for the General Plan Update and the corresponding Environmental Impact Report (EIR) strive to balance the needs of motorists, transit riders, pedestrians, and bicyclists, reflecting the Complete Streets requirements of Assembly Bill (AB) 1358, which took effect January 1, 2011.

Please note that SANDAG is currently developing the 2050 RTP. Based on the City of Vista's General Plan 2030 Update’s timeline, we request that you coordinate its further development with the 2050 RTP and Sustainable Communities Strategy efforts, in addition to the 2030 RTP. Also, the SANDAG Board has accepted a new Regional Growth Forecast that extends to 2050 for planning purposes that should be considered in additional refinements in this EIR.

**Transit and Highways**

Please evaluate the plan’s consistency with the Draft 2050 RTP goals as they relate to specific transit projects. Also, please consider the following comments on Volume I and II of the DEIR:

*Volume I Comments*

- |     |   |
|-----|---|
| 8-1 | <ol style="list-style-type: none"> <li>1. Figure 3-5: Consider the 2050 Regional Bike Plan’s Vista Way Connector corridor into future plan analysis.</li> </ol>   |
| 8-2 | <ol style="list-style-type: none"> <li>2. Figure 3-6: All SANDAG Smart Growth Areas on this figure should be listed as potential.</li> <li>3. Figure 3-7: See comment to figure 3-6.</li> <li>4. Figure 3-8: See comment to figure 3-6.</li> </ol>  |
| 8-3 | <ol style="list-style-type: none"> <li>5. Figure 3-9: See comment to figure 3-6.</li> <li>6. Figure 3-11: See comment to figure 3-6.</li> <li>7. Figure 3-12: See comment to figure 3-6.</li> <li>8. Figure 3.13: See comment to figure 3-6.</li> <li>9. Figure 3-14: See comment to figure 3-6.</li> </ol>   |
| 8-4 | <ol style="list-style-type: none"> <li>10. Figure 3-16: Consider proposing 8 to 10-foot sidewalks accessing all SPRINTER stations.</li> <li>11. Page 4.8-5: Section 4.8.3.3.6 SANDAG’s RTP – The most recent RTP “Pathways to the Future” or the “2030 RTP” was approved November 2007. Please replace this information with March 2003 and update as recently as 2007 text. Please change the last line to read as, “The RTP is currently being updated. The Draft RTP Update was released in the spring of 2011, and is scheduled to become final by fall 2011.”</li> </ol> |
| 8-5 | <ol style="list-style-type: none"> <li>12. Page 4.11-8: Section 4.11.2.2.1 Bus Service – Consider including more ridership analysis of routes to determine future impacts of proposed developments.</li> </ol>  |

- 8-6 | 13. Page 4.11-10: Consider including existing transportation demand management (TDM) services and/or programs, vanpools, carsharing, etc.
- 8-7 | 14. Page 4.11-12: Section 4.11.3.3.1 2006 Regional Transportation Improvement Program (RTIP) – Please note that there is a more recent RTIP, the 2010 RTIP.
- 8-8 | 15. Page 4.11-28: Section 4.11.4.4.4 Conflict with Plans Supporting Alternative Transportation – Please note that the Draft 2050 RTP also includes an express SPRINTER service as an improvement.

*Volume II of the EIR Document – Appendix F Traffic Input Analysis Report*

- 8-9 | 1. Page 17: Existing Transit – Consider adding more detailed bus service existing ridership information in addition to the SPRINTER station ridership.
- 8-10 | 2. Page 51: Horizon Year 2030 Transit – Consider incorporating future bus ridership data in addition to the SPRINTER data.

**Transportation Demand Management**

- 8-11 | Please consider promoting alternatives to driving alone during peak periods, such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and the potential of a TDM plan as a part of this project to help mitigate regional transportation impacts. We recommend contacting the SANDAG iCommute team to explore TDM options.

**Consult with North County Transit District and Caltrans**

- 8-12 | SANDAG advises the project applicant to consult with the North County Transit District, the transit service providers within the project area, and also with Caltrans to coordinate planned transit and/or highway improvements.

- 8-13 | Additionally, when analyzing future (2030) traffic conditions, SANDAG recommends using the transportation network included in the 2030 RTP Reasonably Expected funding scenario until the 2050 RTP is adopted (scheduled for this fall).

**Natural Environment**

- 8-14 | A key RCP objective is to preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the region’s residents. Please consider this criteria if applicable to your project.

**Other Considerations**

- 8-15 | We are pleased that consideration has been given to AB 32, Senate Bill (SB) 375, SB 97, and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promote the reduction of energy demand and water consumption.

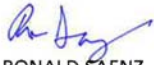
- 8-16 | We appreciate the opportunity to comment on the DEIR for the City of Vista’s General Plan 2030 Update. We encourage the city, where appropriate, to evaluate the project based on the following SANDAG publications: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region, (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego

8-16  
cont.

We appreciate the opportunity to comment on the DEIR for the City of Vista's General Plan 2030 Update. We encourage the city, where appropriate, to evaluate the project based on the following SANDAG publications: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region, (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region, (3) Trip Generation for Smart Growth, and (4) Parking Strategies for Smart Growth. These publications can be found on our Web site at [www.sandag.org/igr](http://www.sandag.org/igr).

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1922 or [rsa@sandag.org](mailto:rsa@sandag.org).

Sincerely,



RONALD SAENZ  
Associate Regional Planner

RSA/dsn

## Response to Letter 8 – San Diego Association of Governments

### Comment 8-1 Response

The 2050 RTP Vista Way Connector project calls for a Class II Bike Lane along 4.6 miles of E. Vista Way to connect the Inland Rail Trail and the San Luis Rey River Trail, 2.5 miles of which is undeveloped and requires funding. Figure CE-4 in the Circulation Element identifies existing and proposed Class II facilities along this entire corridor; therefore, the GP Update is consistent with this proposed project.

### Comment 8-2 Response

All SANDAG Smart Growth Areas are listed as “proposed” on the graphics mentioned. The terms “proposed” and “potential” are interchangeable for the purposes of designating Smart Growth Areas within the GP Update and PEIR and no changes were made.

### Comment 8-3 Response

Figure CE-5 in the Circulation Element, Pedestrian Plan, has been revised to reflect proposed 8–10 foot sidewalks within 0.25 mile of all SPRINTER stations by including a dashed circle showing the area within 0.25 mile of the SPRINTER stations.

### Comment 8-4 Response

The RTP is currently being updated. The Draft RTP Update was released in Spring 2011 and is scheduled to be finalized in late 2011.

### Comment 8-5 Response

Additional policies have been incorporated into the LUCI Element and CE addressing Complete Streets practices, which include evaluation of transit facilities in future development and redevelopment projects (see Chapter 3 for text changes). The city will obtain ridership analysis of routes affected by site-specific development to determine impacts on transit services from new growth allowed under the General Plan. The changes in land use proposed under the GP Update are all served by bus and SPRINTER lines, which are programmed in accordance with NCTD’s Mobility Plan. All changes in land use will be provided to NCTD at the completion of the GP Update for use in their next Mobility Plan update.

### Comment 8-6 Response

The following policy (CE Policy 3.6) has been added to Goal 3 of the Circulation Element in the GP Update:

Promote alternatives to driving alone during peak periods, such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and transportation demand management (TDM) programs.

The comment references a section in the Draft PEIR discussing the Regulatory Setting for transportation, which is not the appropriate place to discuss TDM programs, because TDM is not mandated within the city. However, the city supports the use of TDM programs to mitigate traffic or parking impacts in high employment areas, such as the Vista Business Park. The Vista Business Park Specific Plan includes the allowance for TDM as a parking management tool, and supports multiple smaller programs for carpooling, vanpooling, bicycling, telecommuting, and flexible work schedules.

**Comment 8-7 Response**

Reference to the 2010 RTIP has been included in the Final PEIR. See Chapter 3 of the Final PEIR.

**Comment 8-8 Response**

Reference that the SPRINTER Express service is included in the Draft 2050 RTP has been added to the Final PEIR.

**Comment 8-9 Response**

See Comment 8-5 Response.

**Comment 8-10 Response**

See Comment 8-5 Response.

**Comment 8-11 Response**

See Comment 8-6 Response.

**Comment 8-12 Response**

The following revision (in tracking mode) has been made to CE Policy 5.7 in the Circulation Element of the GP Update:

CE Policy 5.7: Ensure all roadway improvements are consistent with existing and planned Caltrans and NCTD facilities.

**Comment 8-13 Response**

Horizon Year 2030 traffic conditions were evaluated based on forecast volumes calculated by the SANDAG Series 11 North San Diego County subarea traffic model. The model was refined to reflect the updated General Plan land uses through the Year 2030.

**Comment 8-14 Response**

The following policy (RCS Policy 8.5) has been added to Goal 8 of the RCS Element in the GP Update:

Preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the surrounding community.

**Comment 8-15 Response**

Multiple goals and policies are included in the GP Update that promote the reduction of energy demand and water consumption, consistent with SANDAG's Regional Energy Strategy. These include all of the policies under goals 2, 3, and 14 in the RCS Element.

**Comment 8-16 Response**

The following policy (LUCI Policy 4.8) has been added to Goal 4 of the LUCI Element in the GP Update:

Mixed use development projects shall be evaluated based on consistency with the City's zoning regulations and adopted Design Guidelines, as well as SANDAG Smart Growth publications



including: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region; (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region; (3) Trip Generation for Smart Growth; and (4) Parking Strategies for Smart Growth.

## 2.3.9 Comment Letter 9 – Walk San Diego

Comment Letter 9

### WalkSanDiego Comments on City of Vista General Plan 2030

WalkSanDiego has reviewed the Draft City of Vista General Plan 2030 ('General Plan') and offers the following comments:

#### **General Notes:**

- 9-1 The General Plan generally fails to include language for Assembly Bill 1358, California's Complete Streets Act of 2008. This language and relevant Complete Streets policy language should be included in the General Plan. Suggestions for this language and helpful references are detailed below. For more information about AB 1358, go to [http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab\\_1351-1400/ab\\_1358\\_bill\\_20080930\\_chaptered.html](http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html). For more information about Complete Streets policy and general plan guidelines, go to California's Office of Planning and Research: <http://www.opr.ca.gov/index.php?a=planning/plans.html>.
- 9-2 The discussions of Level of Service within the General Plan should be amended to reflect the emergence of LOS measures for pedestrians, bicyclists, and transit. The newly revised 2010 Highway Capacity Manual includes a methodology which provides for balancing of LOS impacts between the four modes. This idea is also reflected in recent changes to the state's CEQA Guidelines, which now consider whether an improvement for one mode compromises safety or accessibility for other modes.
- 9-3 To better integrate road design with land uses and based on best practices in street design, the City should consider establishing street typologies, also known as 'place-based' street classifications in lieu of or to enhance traditional street classifications such as Prime Arterial, Urban Major, etc. The place based classifications reflect a more context sensitive design solution for different kinds of roads and embrace planning for all roadway users. For example, where a major street serves as a neighborhood's "Main Street" for part of its length, the street width, lane width, number of lanes, curb radii, landscaping, pedestrian and bike facilities, lighting, and other characteristics may change to reflect the character of that segment. The General Plan policies should ensure this kind of flexibility is available. The City of Sacramento's [Mobility Element](#) in its 2009 General Plan provides excellent language and a resource table for these kinds of street typologies.
- 9-4 The City's standard lane width is 12 feet. Safety studies indicate that lane widths in excess of 9-11 feet provide little additional capacity, but result in excessive speeds and higher crash rates. The city should consider reducing standard lane width to enhance safety for all roadway users such as pedestrians and bicyclists.

**Specific Comments:** (blue text indicates new or revised language)

#### **Issues and Opportunities - Issue No. 1: New Regulatory Framework Exists**

- 9-5 While AB32 and SB375 are appropriately highlighted, the draft document fails to also cite AB1358, California's Complete Streets Act of 2008 whose passage is related to the other bills outlined as a mechanism to reduce vehicle miles traveled and overall green house gas emissions.

1

9-5  
cont. This legislation requires that *'the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program'.*

Recommendation: As a result of this legislation, it should also be cited in the New Regulatory Framework section. Language regarding Complete Streets should also be integrated into the Plan, see below.

**Land Use and Community Identity Element**

The General Plan is a document that will guide development in Vista for the next several years. As a result, it can propose land uses and transportation options that encourage alternatives to driving thus reducing emissions of pollutants and greenhouse gases (GHG) per SB375.

9-6 LUCI Policy 4-1 encouraging mixed-use development, the designated Opportunity Areas and overall tailored policies, provides a good example of planning for mixed-use development scaled and designed to encourage alternatives to driving such as bicycling and walking.

Recommendation: The relationship between the land use and circulation element can be strengthened by adding language reflecting Complete Streets goals within the Land Use and Community Identity Element. Several additions/revisions are proposed below.

LUCI Goal 1: Increase level of design quality and preserve and enhance Vista’s identity and image

Add new policy to address Complete Streets: Design streets in a manner that is sensitive to the local context and recognizes that the needs vary in mixed use, urban, suburban and rural settings.

LUCI Goal 4: Promote sustainable and smart growth land use patterns and development regulations and guidelines

9-7 ~~Revise LUCI Policy 4.2: Locate neighborhood-serving uses where residents can conveniently walk, ride bicycles or take transit.~~ Ensure that the existing and future transportation system is interconnected with the smart growth land use patterns to serve multiple modes of travel, such as walking, biking, transit, and driving.

9-8 Add new policy: Designate areas for the development of mixed-use projects where alternate modes of transportation – walking, biking and transit – will be emphasized over vehicle use (and vice versa).

9-9 Consider adding a new goal dedicated to Complete Streets to the Land Use and Community Identity Element to read:

LUCI Goal: Support Complete Street design and street projects that complement desired land uses, provide equitable transportation options for all residents, and ensure the safety and convenience of all roadway users.

9-9  
cont.

- Policy: Provide a dense, interconnected network of local and collector streets that supports walking, bicycling and transit use, while avoiding excessive traffic in residential neighborhoods
- Policy: Ensure the entire right of way is designed to accommodate appropriate modes of transportation.
- Policy: Study and remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.
- Policy: Promote the provision of multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas and tourist attractions.
- Policy: Incorporate multimodal improvements into pavement resurfacing, restriping and signalization operations where the safety and convenience of users can be improved within the scope of work.<sup>1</sup>
- Policy: Monitor progress in implementing a multi-modal transportation network by establishing related performance measures.
- Policy: Develop policies and tools to improve Complete Street practices. These could include place based street typologies, a Complete Streets checklist for all new development and redevelopment projects, multi-modal analysis software, and revisions to Vista’s street design guidelines to ensure the inclusion of infrastructure that benefits all roadway users and enhances community impact.

**Circulation Element**

9-10

As reflected in the current Circulation Element, the City’s current approach to transportation seeks to prioritize Level of Service for automobiles, while encouraging other modes where feasible. This illustrates a disconnect with the walkability and multi-modal travel concepts presented in the Land Use and Community Identity Element.

Recommendation: Consider revising language in Introduction and Purpose to reflect Complete Street goals. Sample language provided below:

9-11

- a) The City of Vista seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.<sup>2</sup>

<sup>1</sup> A selection of these policies have been suggested verbatim by National Policy Legal Analysis Network, Model Comprehensive Plan Language on Complete Streets.

<sup>2</sup> Language from Rochester, NY Complete Streets policy, cited Complete Streets Policy Analysis 2010, National Complete Streets Coalition.



9-11  
cont.

- b) Policies in this section provide for increased transportation choices through the development of an integrated, multi-modal transportation system. A flexible Level of Services standard will support planned development and require enhanced infrastructure to support transit, walking and biking in multi-modal districts. The transportation network will be well-connected. Emerging technologies that promote a balanced transportation system will be supported.<sup>3</sup>
- c) Vista envisions a transportation system that encourages healthy, active living, promotes transportation options and independent mobility, increases community safety and access to healthy food, reduces environmental impact, and mitigates climate change by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities.<sup>4</sup>
- d) The City of Vista will promote a balanced and multi-modal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes and promotes community economic development needs.<sup>5</sup>

9-12

Recommendation: To reflect new thinking and findings in transportation planning, consideration should be given to provide flexibility that allows the City to revise its practices without needing to amend the General Plan.

Revise CE Policy 1.2: Strive to maintain a vehicular level of Service D or better throughout the City except for within Opportunity Areas (or other areas) designated to be more pedestrian/bicycle friendly. ~~at all intersections and roadway segments during peak hours.~~

9-13

Add new policy: When a traffic analysis indicates that the LOS for a street reaches “D” or below, the City will determine what improvements or changes in operations are needed to maintain or improve the LOS, and identify potential funding and prioritization for the necessary improvements through the Capital Improvement Program.<sup>6</sup>

Add new policy: Develop multi-modal LOS analysis standards to integrate in with traditional vehicular LOS modeling tools.

9-14

Revise CE Policy 1.3: Make all feasible transportation improvements in order to meet the threshold LOS identified in CE Policy 1.2 unless the City determines that the unacceptable LOS is a direct result of regional traffic or that the improvements necessary to achieve the threshold LOD: (a) exceed the available funding source, (2) are not compatible with the surrounding land uses; or (3) are the result of a design that is contrary to other established City policies, or (4) if added benefits are gained for other modes such as biking and walking.

<sup>3</sup> Mobility Element, General Plan Adopted 2009, City of Sacramento, California.

<sup>4</sup> National Policy Legal Analysis Network, Model Comprehensive Plan Language on Complete Streets.

<sup>5</sup> Charlotte, NC Transportation Action Plan, p. 16.

<sup>6</sup> This is language currently included in La Mesa’s General Plan.

- 9-15 | Add new policy: Develop tools such as place based street typologies to integrate with standard functional street classifications to ensure that all street design decisions are sensitive to the local land use context.
- 9-16 | Revise CE Policy 1.6: Require necessary conditions of approval on development projects to achieve LOS standards prescribed in this element. Consider using language inclusive of other modes such as: Develop a checklist for development and redevelopment projects to ensure the inclusion of infrastructure that provides for safe travel for all users and enhances project outcomes and community impact.
- 9-17 | Revise CE Policy 1.8: Require all new development projects to either fund or install their fair share of all required feasible transportation improvements necessary to achieve a multi-modal ~~the target~~ LOS identified in this Element as mitigation for the direct impacts on the circulation network from the proposed project.
- 9-18 | Consider a new policy: The City will refine the existing Traffic Impact Study Guidelines so that any site development that generates [2500] or more vehicular trips per day will be required to complete a multi-modal transportation impact analysis.<sup>7</sup>
- 9-19 | Consider a new policy: Explore imposing development impact fees, user fees, and dedication requirements on new development to fund multimodal transportation.
- 9-20 | **CE Goal 2:** Improve the safety and efficiency of existing transportation facilities by providing complete and safe connections on roadways, sidewalks, and bikeways. Facilities should be accessible to all users, with appropriate and necessary amenities.  
Revise CE Policy 2.6: Establish speed restrictions throughout the City that relate to the design and operating characteristics of the roadway, ~~and~~ its classification, ~~and/or~~ the surrounding land use context.
- 9-21 | Add new policy under this Goal: Incorporate multimodal improvements<sup>9-14</sup> pavement resurfacing, restriping and signalization operations where the safety and convenience of users can be improved within the scope of work.
- 9-22 | **CE Goal 6:** Develop an efficient bicycle and pedestrian circulation system that improves access and linkages in a manner that is human-scaled, bicycle-and pedestrian-oriented, and transit-accessible, encourages use of these facilities for recreation, and provides alternatives to the personal automobile.  
Revise Policy 6.2: Require proposed development, ~~where feasible~~, to provide bike facilities within the ~~additional~~ right-of way for Class II bikeways in the project vicinity on all arterial roadways where deemed appropriate. Where Class II bikeways are not feasible, require Class III bike routes to be provided as a temporary measure.

<sup>7</sup> Adapted from Charlotte, NC Transportation Action Plan, <http://www.charmeck.org/city/charlotte/Transportation/PlansProjects/Documents/TAPPolicyDocwithCover0629PolicyOnly.pdf>.

9-23 | Revise Policy 6.6: Require development, ~~whenever feasible~~, to provide facilities for pedestrian travel such as sidewalks, design developments to provide pedestrian access to the development via sidewalks, and avoid requiring that pedestrians use driveways to access development.

**Performance Criteria**

Add language to this section to allow and encourage multi-modal Level of Service analyses, approved for inclusion in the 2010 Highway Capacity Manual.

Sample language:

Each roadway classification ~~serves an operational purpose~~ is part of a city-wide street network that provides mobility choices to Vistans. Evaluating whether the roadways are meeting demand and promoting a balanced transportation system requires establishing suitable performance criteria. This criteria provides a means to quantify how the circulation system accommodates existing and future traffic volumes, and meets the safety needs of non-motorized users such as pedestrians, transit users and bicyclists.

9-24 | Each roadway classification has a design capacity measured in average daily trips (ADT). ADT represents the level of daily traffic that each roadway type can carry. Level of Services (LOS) is a qualitative measure that determines how a roadway or intersection operates for vehicles. LOS is based on operational characteristics such as traffic volume, capacity, delay, type of traffic control, and other factors. LOS is expressed through a range from A to F, with LOS A representing free-flowing traffic, and LOS F representing heavy congestion and delay.

New language: In addition to vehicular LOS, the City shall support the use of emerging technologies, such as multimodal Level of Service analyses, to measure the performance of bicyclists, pedestrians, and transit users in addition to motorists.<sup>8</sup> Level of Service criteria and target performance measures can be qualitative and quantitative, including measures of accessibility, connectivity, safety, and security. Development of these analyses methods allow for a systematic identification of impacts or benefits to alternative modes of transportation, recognizing that adding alternatives to single-occupant vehicle modes is a way to reduce highway travel demand and preserve roadway capacity.

The City has established LOS D as the threshold for acceptable operating conditions in designated areas. Intersections and roadway segments operating at LOS D or better (LOS A, B, or C) are considered to operate at acceptable levels of service. Intersections and roadway segments operating at LOS E or F are considered deficient. In support of the City's overall goal of providing multiple transportation options, when a traffic analysis indicates that the LOS for a street reaches "D" or below, the City will determine what improvements or changes in operations are needed to maintain or improve the LOS while balancing alternative transportation needs. Further, the City will identify potential funding and prioritization for the necessary improvements through the Capital Improvement Program.

9-25 | New policy language: Establish performance standards with measurable outcomes to assess safety, functionality, and use of the circulation system by multiple roadway users:

- By [2020], facilitate a transportation mode shift so that [20] % of trips occur by bicycling or walking.

<sup>8</sup> Adapted from City of Sacramento Mobility Element, 2009 General Plan.



9-25  
cont.

- By [2015], reduce the number of injuries and fatalities to bicyclists and pedestrians by [ ]%.
- Reduce per capita vehicle miles traveled by [ ]% by *[insert year]*.
- Provide a high proportion of streets ([ ]%) with sidewalks, low design speeds, tree canopy, and street furnishings.
- Increase the miles of bicycle lanes and other bikeways by [ ]% by *[insert year]*.
- Increase the miles of sidewalks by [ ]% by *[insert year]*

**Bicycle and Pedestrian Circulation**

9-26

This section provides a great opportunity for the City of Vista to outline general goals in increasing multi modal travel options throughout the City, primarily for pedestrians and bicyclists in this section, in addition to outlining future facilities.

**Transit**

This section provides a great opportunity for the City of Vista to outline general goals in increasing multi modal travel options throughout the City, primarily for transit users in this section, in addition to information on existing facilities.

Thank you for the opportunity to comment.



## Response to Letter 9 – Walk San Diego

### Comment 9-1 Response

The GP Update has been revised to reflect consistency with AB 1358, the Complete Streets Act of 2008. References to the State legislation have been incorporated into the existing setting, and multiple goal and policy revisions have been incorporated into the LUCI Element and Circulation Element to reflect Walk San Diego's comments, as discussed in the responses below and as identified in Chapter 3, Section 3.2, Goal and Policy Changes (note - changes are provided in tracking mode, underline for new text and strike out for deleted text).

### Comment 9-2 Response

The Performance Criteria section of the CE has been revised to allow for the use of Multi-Modal LOS analysis in appropriate circumstances. See Comment 9-24 Response, below.

### Comment 9-3 Response

Multiple policy revisions have been incorporated into the CE to allow for flexibility in the design of new improvements to the CE street network, based on the context of the roadway. See Comment 9-4 Response through Comment 9-26 Response, below.

### Comment 9-4 Response

Revised cross sections have not been incorporated into the CE to reflect reduced lane widths of 11 feet. However, policy revisions have been incorporated into the CE to allow for flexibility in the design of new improvements to the CE street network, based on the context of the roadway; this can include reducing lane widths or enhancing non-motorized facilities.

### Comment 9-5 Response

References to AB 1358 have been incorporated into the "New Regulatory Framework" subsection of the Introduction chapter of the GP Update.

### Comment 9-6 Response

The following new policy (LUCI Policy 1.10) has been added under Goal 1 of the LUCI Element in the GP Update:

Design streets in a manner that is sensitive to the local context and recognizes that the needs vary in mixed use, urban, suburban, and rural settings.

### Comment 9-7 Response

LUCI Policy 4.2 has been replaced with the following new policy:

Ensure that the existing and future transportation system is interconnected with the smart growth land use patterns to serve multiple modes of travel, such as walking, biking, transit, and driving.

### Comment 9-8 Response

The following new policy (LUCI Policy 4.5) has been added under Goal 4 of the LUCI Element in the GP Update:

Designate areas for the development of mixed use projects where alternative modes of transportation, such as walking, biking, and transit, will be emphasized over vehicle use.

### Comment 9-9 Response

The following new goal and policies have been added to the LUCI Element in response to this comment:

LUCI Goal 5 - Support Complete Street design and construction projects that complement desired land uses, provide equitable transportation options for all residents, and ensure the safety and convenience of all roadway users.

LUCI Policy 5.1 – Provide a dense, interconnected network of local and collector streets that supports walking, bicycling and transit use, while avoiding excessive traffic in residential neighborhoods.

LUCI Policy 5.2 – Ensure that the entire right-of-way is designed to accommodate appropriate modes of transportation.

LUCI Policy 5.3 – Study and remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.

LUCI Policy 5.4 – Promote the provision of multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas, and tourist attractions.

LUCI Policy 5.5 – Monitor progress in implementing a multi-modal transportation network by establishing related performance measures.

LUCI Policy 5.6 – Develop policies and tools to improve Complete Streets practices. These could include place-based street typologies, a Complete Streets checklist for all new development/redevelopment projects, multi-modal analysis software, and revisions to the City's street design guidelines to ensure the inclusion of infrastructure that benefits all roadway users.

### Comment 9-10 Response

The introductory section of the CE has been revised to incorporate references to a multi-modal transportation system.

### Comment 9-11 Response

The following additional information has been added to the introductory section of the CE in the GP Update:

Vista seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with an supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Further, the following additional information has been added to the purpose section of the CE in the GP Update:

Vista will promote a balanced and multi-modal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes, and promotes community economic development needs.

### **Comment 9-12 Response**

The following revision has been made to CE Policy 1.2 in the Circulation Element of the GP Update:

CE Policy 1.2: Strive to maintain a vehicular Level of Service (LOS) D or better at all intersections and roadway segments during peak hour throughout the City except for within areas designated for mixed-use development, or areas designated to be more bicycle/pedestrian friendly.

### **Comment 9-13 Response**

The following new policies have been added under Goal 1 of the Circulation Element in the GP Update:

CE Policy 1.3: Develop multi-modal level of service analysis standards to integrate with traditional vehicular LOS modeling tools.

CE Policy 1.5: When a traffic analysis indicates that the level of service reaches “D” or below, the City will determine what improvements or operational changes are needed to maintain or improve the LOS. Such improvements will either be the responsibility of the project applicant, or the City will identify potential funding and prioritization for the necessary improvements through the Capital Improvement Program.

### **Comment 9-14 Response**

The following additional information has been added to CE Policy 1.6 in the CE in the GP Update:

Or (4) if added benefits are gained for other modes such as biking and walking.

### **Comment 9-15 Response**

The following new policy (CE Policy 1.8) has been added under Goal 1 of the Circulation Element in the GP Update:

Develop tools such as place-based street typologies to integrate with standard functional street classifications to ensure that all street design decisions are sensitive to the local land use context.

### **Comment 9-16 Response**

The following revision has been made to CE Policy 1.10 in the Circulation Element of the GP Update:

Require necessary conditions of approval on development projects to achieve LOS standards prescribed in this element. Consider using language inclusive of other modes such as: develop a checklist for development and redevelopment projects to ensure the inclusion of infrastructure that provides for safe travel for all users and enhances project outcomes and community impact.

### Comment 9-17 Response

The following revision has been made to CE Policy 1.12 in the Circulation Element of the GP Update:

Require all new development projects to either fund or install their fair share of all required feasible transportation improvements necessary to achieve a multi-modal ~~the target~~-LOS identified in this element as mitigation for the direct impacts on the circulation network from the proposed project.

### Comment 9-18 Response

The following new policy (CE Policy 1.4) has been added under Goal 1 of the Circulation Element in the GP Update:

Require a multi-modal traffic impact analysis for any project within the Mixed Use designation that generates 2,500 or more average daily vehicle trips.

### Comment 9-19 Response

The city currently has a Traffic Impact Fee that is charged for new development, which funds both local and regional transportation projects through implementation of the city's Capital Improvement Program (CIP). Current projects in the CIP include bike lanes, trails, sidewalk improvements, and safe routes to school projects, in addition to traditional street and signal projects.

### Comment 9-20 Response

The following revision has been made to CE Policy 2.7 in the Circulation Element of the GP Update:

CE Policy 2.6: Establish speed restrictions throughout the City that relate to the design and operating characteristics of the roadway, ~~and~~ its classification, and/or the surrounding land use context.

### Comment 9-21 Response

The following new policy (CE Policy 2.3) has been added under Goal 2 of the Circulation Element in the GP Update:

Incorporate multi modal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of work.

### Comment 9-22 Response

The following revision has been made to CE Policy 6.2 in the Circulation Element of the GP Update:

CE Policy 6.2: Require proposed development, ~~where feasible,~~ to provide bike facilities within the additional-right-of-way for Class II bikeways in the project vicinity on all arterial roadways where deemed appropriate. Where Class II bikeways are not feasible, require Class III bike routes to be provided as a temporary measure.

### Comment 9-23 Response

The phrase "whenever feasible" has been removed from CE Policy 6.6.

## Comment 9-24 Response

The “Performance Criteria” subsection in the CE has been revised as follows:

Each roadway classification serves an operational purpose is part of a citywide street network that provides mobility choices to Vistans. Evaluating whether the roadways are meeting demand and promoting a balanced transportation system requires establishing suitable performance criteria. This criteria provides a means to quantify how the circulation system accommodates existing and future traffic volumes, and meets the safety needs of non-motorized users such as pedestrians, transit users, and bicyclists.

Each roadway classification has a design capacity measured in average daily trips (ADT). ADT represents the level of daily traffic that each roadway type can carry. Level of Service (LOS) is a qualitative measure that determines how a roadway or intersection operates for vehicles. LOS is based on operational characteristics such as traffic volume, capacity, delay, type of traffic control, and other factors. LOS is expressed through a range from A to F, with LOS A representing free-flowing traffic, and LOS F representing heavy congestion and delay.

In addition to vehicular LOS, the City will support the use of emerging technologies, such as multi-modal level of service analyses, to measure the performance of bicyclists, pedestrians, and transit users in addition to motorists. Level of Service criteria and target performance measures can be qualitative and quantitative, including measures of accessibility, connectivity, safety, and security. Development of these methods allow for a systematic identification of impacts or benefits to alternative modes of transportation, recognizing that adding alternatives to single-occupant vehicle modes is the way to reduce highway travel demand and preserve roadway capacity.

The City has established LOS D as the threshold for acceptable operating conditions in designated areas. Intersections and roadway segments operating at LOS D or better (LOS A, B or C) are considered to operate at acceptable levels of service. Intersections and roadway segments operating at LOS E or F are considered deficient. In support of the City’s goal of providing multiple transportation options, when a traffic analysis indicates that the LOS for a street or intersection reaches “D” or below, the City will determine what improvements or operational changes are needed to maintain or improve LOS while balancing alternative transportation needs. The City will either require such improvements by the project applicant, or identify potential funding and prioritization for any necessary improvements through the Capital Improvement Program.

## Comment 9-25 Response

The following new policy (CE Policy 6.23) has been added under Goal 6 of the Circulation Element in the GP Update:

Establish performance standards with measurable outcomes to assess safety, functionality, and use of the circulation system by multiple roadway users. Standards should be developed to address the following:

- Mode shift from single-occupant vehicles to walking or biking
- Reduction in the number of injuries and fatalities to bicyclists and pedestrians
- Reduction in the number of vehicle miles traveled per capita
- Increase in the number of streets with sidewalks, low design speeds, tree canopy, and street furnishings
- Increase in miles of bicycle lanes or other bikeway facilities

- Increase in miles of sidewalks or other pedestrian facilities

### **Comment 9-26 Response**

The following information has been added to the end of the first paragraph in the discussion of Bicycle and Pedestrian Circulation in the GP Update:

The city's major objectives in implementing the bicycle and pedestrian circulation plans are to create connections between neighborhoods and services, replace missing links within the transportation system, enhance safe routes to school, and support development of a well connected multi-modal transportation network. Future Capital Improvement Program projects will be prioritized based on these objectives.

## 2.3.10 Comment Letter 10 – San Luis Rey Band of Mission Indians

Comment Letter 10

### SAN LUIS REY BAND OF MISSION INDIANS

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September 14, 2011

John Hamilton, AICP  
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VIA ELECTRONIC MAIL  
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**RE: COMMENT LETTER REGARDING THE DRAFT 2030 GENERAL PLAN  
UPDATE FOR THE CITY OF VISTA**

Dear Mr. Hamilton:

We, the San Luis Rey Band of Mission Indians (“Tribe”) understand that the City of Vista (“City”) has developed a Draft General Plan Update for 2030 (“GP Update”) and that the official comment period ended on June 22, 2011. Given the City of Vista’s Native American cultural resources, in identified and non-identified areas, please accept our comments and include them in the official record for this GP Update. *See* CEQA Guidelines Section 15207. We would also like to commend the City in its cultural awareness and pro-active response in protecting and preserving our Luiseño cultural resources.

10-1

As you are aware, we are a San Diego County Tribe whose traditional territory includes the current cities of Oceanside, Carlsbad, Vista, San Marcos and Escondido, as well as the communities of Fallbrook and Bonsall. As you also know, we are always concerned about the preservation and protection of cultural, archaeological and historical sites within all these jurisdictions.

Any policies or procedures that would govern improvements to infrastructure or development of the City’s lands that may disturb the native soil, necessarily raises concerns regarding the identification and protection of Native American cultural resources, specifically those of Luiseño descent. As the City is aware, the Tribe is resolute in their protection of their cultural resources.

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10-1  
cont.

The Tribe understands that even though no direct development is being proposed by the GP Update, the policies created and supported through the GP Update would necessarily prescribe the acceptable land uses throughout the city and the protections of our cultural resources therein.

The City of Vista is home to many Native American cultural resources as evidence in the sheer quantity and quality of known sites. And as stated in your GP Update, the likelihood of discovering even more Native American cultural resources subsurface within the City of Vista's borders is very high. This tenant of belief is also supported by the Tribe's own experiences in this jurisdiction, as well as the City's neighboring jurisdictions. Given the above, the San Luis Rey Band of Mission Indians believes that it is imperative that we be a part of any policy development in regards to the protection and preservation of Native American cultural resources within the City's jurisdiction.

**I. THE GP UPDATE'S POLICIES AND PROCEDURES MUST INCLUDE THE PERSPECTIVE OF THE NATIVE AMERICAN COMMUNITY AS IT RELATES TO THE PROTECTION AND PRESERVATION OF OUR CULTURAL RESOURCES.**

10-2

Our cultural resources cannot be replaced. They are therefore considered to be nonrenewable resources. Preserving and protecting these invaluable resources of our ancestors' past is crucial for our tribe. Unlike other cultures of today, our history is still being discovered and understood. The Tribe actively participates in preserving and protecting our history. Many times a project may initially be discussed with the Tribe; however that project may go through several different re-assessments. Therefore, the City should make it a policy that the local Native American tribes are kept apprised of the project's evolution by the city department responsible for the project. Our Tribe sincerely believes that keeping a transparent and open line of communication between the implementing department and the local tribal governments will foster a better understanding between our two cultures and promote true cooperation and trust with one another. Without transparency or open communication, mistrust between our governments will continue to persist.

It is our Tribe's recommendation and request that any proposed policy and/or procedures affecting known and unknowns cultural resources be created in consultation with the local Native American tribes in order to better promote open and transparent communication between the local Native American tribes and the City's various agencies and/or departments.

10-3

**II. THE TRIBE OPPOSES THE CREATION AND DEVELOPMENT OF A DATABASE WHEREBY ALL ARCHAEOLOGICAL AND SACRED SITES (INCLUDING NATIVE AMERICAN BURIAL SITES) WOULD BE MAINTAINED BY THE CITY.**

- a. The Tribe believes that creating and maintaining a database containing sensitive and confidential archaeological and sacred site data is unnecessary and imprudent.

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The City of Vista proposes via the GP Update to develop a database whereby the City would create an inventory that would identify existing and potential archaeological sites (including Native American burial sites) in Vista. The Tribe believes the proposed RCS Policy 11.1 is unnecessary and imprudent given the authority and responsibilities of the California Historical Resources Information Center (“CHRIS System”) and the Sacred Lands Inventory.

Currently, the State of California already provides for this type of database through the Office of Historic Preservation’s authorization and creation of the CHRIS System and through the Sacred Lands Inventory created and maintained via the California Public Resources Code Section 5097.96, which authorizes the Native American Heritage Commission (“NAHC”) to create a confidential inventory or database of sacred sites (which includes Native American burial sites). In creating a new database, specific to the City of Vista, the Tribe is concerned that such a database will unduly be placing our sensitive and confidential information in an unprotected and unenforceable predicament. As stated before, the information the City wants to place in its own database already exists. This information is considered so sensitive and confidential that two state agencies have been placed as protectors of said information. It is therefore unnecessary and ill-advised for the City to create and maintain their own database for these sensitive and confidential resources.

10-3  
cont.

- b. The Tribe is gravely concerned that if the City creates and maintains a database whereby sensitive and confidential information is contained, there will be inadequate precautionary measures or protocols instituted that will protect those sites confidential and sensitivity information from untrustworthy sources.

Moreover, the trust given to these two state agencies by the local Native American communities has not been easily attained. There has been nothing proposed in the GP Update that will alleviate the Tribe’s concerns regarding whether this sensitive and confidential information will be protected by the City. Or, whether any effective enforcement measures will be taken to discourage potential breaches of confidentiality when the City’s protective measures inevitably fail. Trusting these state agencies with our most valuable information has been problematic. Even with these agencies extensive protection measures and protocols, breaches still continue to occur today. It is therefore extremely difficult for the Tribe to believe that the City of Vista will be able to adequately and/or satisfactorily protect our greatest confidences from unscrupulous members within the City and/or outside organizations.

Therefore, we propose that the City NOT create its own a database detailing the specific locations of these archaeological sites, Native American burials and/or repatriations, but instead designate certain general areas as “traditional cultural places” or “archaeologically sensitive districts.” These more general delineations would maintain the area’s sensitivity and significance in an appreciative and appropriate manner, yet keep their specific whereabouts and identification still confidential. This premise that general location information should always be a governing body’s preference when it comes to identifying Native American cultural resources is supported by the existing statutes. If the City does not maintain a general location of these areas, but

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10-3  
cont. instead proceeds in providing “specific” location information, as it relates to archaeological sites and /or Native American sacred areas (including but not limited to burials and repatriations), without first instituting the necessary protocols for secrecy and enforcement, then the City may be in violation of California Government Code Section 6254(r) itself.

- c. The Tribe is also greatly concerned that if such a database is created and maintained by the City of Vista, then any breaches of confidentiality will fail to be prosecuted or otherwise enforced.

The Tribe is further concerned that if the City succeeds in creating and developing a database containing sensitive and confidential information, then when that database is breached, there will be no protocol in effect that can sufficiently and satisfactorily bring consequence to those who breached the database’s confidentiality procedures. The reason the CHRIS system is effective today is because of those specific consequences. The Tribes concerns are well documented throughout our state and unless the City is prepared to prosecute these breaches on their database, we urge the City to reconsider its desire to create and develop such a proposed database.

10-4 **III. RCS POLICY 11.2, THE ADOPTION OF PROCEDURES FOR PROTECTING SIGNIFICANT SITES AND FEATURES THAT WOULD BE APPLIED TO DISCRETIONARY PROJECTS WITHIN THE CITY, SHOULD BE DEVELOPED AND CREATED IN COORDINATION AND IN COALITION WITH THE SAN LUIS REY BAND OF MISSION INDIANS.**

As we stated at the beginning of this comment letter, the Tribe commends the City in acknowledging the importance of protecting and preserving its cultural resources from its earliest inhabitants. But in order for these policies and procedures to be effective they must be developed and created with the local Native American tribal community. Native American participation and perceptions are fundamental components to protecting and preserving Native American cultural resources. We must be a part of the process in protecting and preserving our resources. We must have a voice and we must be heard.

The San Luis Rey Band of Mission Indians has been very active in protecting and preserving Luiseño resources within the City’s jurisdictional boundaries. This is a responsibility the Tribe has and will continue to take very seriously. Therefore, our involvement in this process is crucial.

- a. Mitigation Measures propounded by the City in the GP Update must be more inclusive of Native American monitors and not limited to utilization in only undeveloped parcels.

It is predicted that the City of Vista will reach a population of 112,288 residents by 2030. Future development and redevelopment projects will, without a doubt, result in a wide range of construction and ground and/or earth disturbing activities. Moreover, these ground-disturbing

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activities, associated with infill, redevelopment, and/or expansion of infrastructure, have the potential to impact cultural resources. With additional growth and increased development intensities, the extent of impacts to cultural resources by 2030 would be greater than that experienced in the past as more resource-sensitive land would be disturbed over time.

In fact, it is the Tribe’s opinion that even minimal grading activities will have significant and/or substantial impact on cultural resources. It is also important to emphasize that when redevelopment projects, or intensification of land uses, take place it is still possible that cultural resources will be unearthed and discovered. It is for this important reason that Native American monitors must always be present alongside a qualified archeologist during all previously undeveloped land projects, as well as all previously developed projects. As stated earlier, it is crucial for the City to recognize and acknowledge that local Native American tribes must be involved in the protection and preservation of their cultural resources and Native American monitors must be present in the field to ensure their ancestors’ and their past is preserved.

b. Mitigation Measure M-CR-1a must include Native American monitors in the early stages of development evaluation.

10-5  
cont.

Native American monitors are very important in the protection and preservation of cultural resources. The Tribe acknowledges that the GP Update is inclusive of Native American monitors. However, the GP Update is incredibly limiting in when the Native American monitor should be a part of the process of protecting and preserving Native American cultural resources. As the GP Update stated on several occasions, the City is rich in cultural resources and the potential for discovery of subsurface resources is high.

The responsibilities and attributes differ between an archaeologist and Native American monitor. An archaeologist looks at the artifact’s value for research purposes and its scientific worth. Whereas, the Native American monitor looks at the resource’s importance as it relates to spiritual significance and cultural relevance. The City should treat and respect each opinion as equally important and both should be represented and received in equal consideration.

Native American monitors are trained in their individual culture’s history and spiritual beliefs. They understand an artifacts use and importance to their ancestors. Their analysis and interpretation of an unearthed artifact is based on their education, their belief system and their respect for those who came before them. Native American monitors undeniably add value to and support for the accompanying archaeologist. Each offer different cultural values and perspectives, but a Native American monitor’s first and primary duty is to protect and preserve the Native American cultural resource. We therefore respectfully request that Native American monitors be included in the process of protecting our cultural resources throughout the stages of development, including but not limited to the early stages of analysis and environmental assessment.

c. Mitigation Measure M-CR-1b should reflect the City’s and the Native American communities desire that any unearthed cultural resources be

10-6

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10-6  
cont.

returned to the Native American community for determination regarding whether those cultural resources should be repatriated or curated.

The local Native American tribes must have a voice as to the future of any and all unearthed artifacts. It is our Tribe's belief that all artifacts, small or large, must be repatriated to the earth from which they came. They are not to be kept on a shelf in a laboratory or museum. Hence, in order to treat these unearthed artifacts with the respect and dignity they deserve, they must be returned to the earth. Therefore, out of respect for the culture in which these artifacts belong, all artifacts recovered must be returned to their Most Likely Descendant and repatriated. Repatriation is supported by California Public Resources Code Section 5097.9916 and in *People v. Van Horn* (1990) 218 Cal.App.3d 1378. The City of Vista should, therefore through the GP Update create and maintain a policy that preference shall be given to the recommendation of the Most Likely Descendant of any discovered Native American cultural resource and not curated at non-Native American institutions.

10-7

**IV. SECTION 4.5.4.4 OF THE GP UPDATE FAILS TO TAKE INTO ACCOUNT THE PROBABLE RECOMMENDATION OF AVOIDANCE BY THE MOST LIKELY DESCENDANT.**

According to the GP Update, no mitigation measures are required in regards to the discovery of human remains due to the fact that existing laws and regulations would reduce the potential for encountering human remains and ensure the appropriate disposition of human remains if so encountered. This couldn't be farther from the truth. The laws that protect Native American remains and associated grave goods are necessary in the respectful and dignified treatment of our ancestor's remains. However, the application of those laws would be more powerful and respected if the City of Vista stood prepared to follow the recommendation of the Most Likely Descendant as presented in California Public Resources Code Section 5097.98. Avoidance of the area of discovery is the most common recommendation of Most Likely Descendants. If the Tribe is designated as the Most Likely Descendant it will always be our recommendation that the developer avoid the area in which the remains were unearthed and that the area be placed into protected open space. Knowing this, the City of Vista should therefore make it clear in the City's 2030 General Plan Update that if Native American remains are found, which they most likely will be, then those areas in which they are found should be avoided and placed into protected open space as the City's first priority and preference.

Furthermore, the Tribe disagrees that the Most Likely Descendant should have to enter into a Memorandum of Understanding with the project archaeologist, project applicant, and the City in the discharge of their duty as Most Likely Descendant. It is the Most Likely Descendant's responsibility to inter the remains of their ancestor(s) with dignity and respect. If that necessarily involves the above-mentioned parties, then that should be the prerogative of the Most Likely Descendant. However, to be required to participate in such a described Memorandum of Understanding is both burdensome and overreaching. Such requirement goes unnecessarily above and beyond the relevant statute and should not be included in the GP Update.

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San Luis Rey Band of Mission Indians  
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**V. AVOIDANCE AND REDESIGN ARE ABSENT FROM INCLUSION IN THE POLICY DISCUSSION OF THE GP UPDATE AND MUST BE AT THE FOREFRONT OF ANY POLICY PUT FORTH BY THE CITY.**

10-7  
cont.

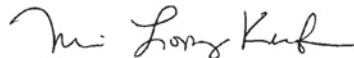
Culture refers to a people's way of life; their language; their art; the way they understand and perceive the world around them; their spirituality and value system; their social activities; and their forms of interaction within their group and with outsiders. Culture is passed down and taught to the next generations. It is not always found in books, but through ceremonies and songs. It can't always be measured in centimeters and ounces. It is made up of beliefs and emotions. Native American cultural resources (artifacts and features) are more than objects to be measured and described. They need and deserve to be acknowledged and treated with respect. Their value to answering the unknown questions of our history is priceless. And once they are destroyed, they are gone forever.

When our Luiseño or prehistoric features are threatened or our ancestors' remains are in danger of being treated dishonorably and with contempt, the Native American community must entrust the governing body of the jurisdiction they are found to protect them. This is why avoidance of significant cultural resources is always the preferred choice of the Native American community and the State of California. Knowing this, we respectfully request the City of Vista to join us in our preference and institute a policy that when Native American cultural resources and/or ancestral remains are threatened by destruction, that the City will support and prefer avoidance of the area, support redesign of the proposed development and lastly, support the preservation of the resource into protective open space.

**VI. CONCLUSION**

We appreciate this opportunity to provide comments and share our concerns regarding the City's 2030 General Plan Update. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,



Merri Lopez-Keifer  
Tribal Counsel  
San Luis Rey Band of Mission Indians

cc: Melvin Vernon, Tribal Captain

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Carmen Mojado, Secretary of Government Relations and President of Saving Sacred Sites

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## Response to Letter 10 – San Luis Rey Band of Mission Indians

### Comment 10-1 Response

Policy revisions (in tracking mode) have been made to the GP Update in response to the comments provided by the San Luis Rey Band of Mission Indians. See Comment 10-2 Response through Comment 10-7 Response, below.

### Comment 10-2 Response

The following new policy (RCS Policy 12.3) has been added under Goal 12 of the RCS Element in the GP Update:

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

### Comment 10-3 Response

The city will not develop and maintain a database of culturally important information. RCS Policy 12.1 has been revised as follows:

RCS Policy 12.1: Develop a ~~database~~ map identifying existing and potential ~~archaeological sites~~ archaeologically sensitive districts in Vista.

### Comment 10-4 Response

See Comment 10-2 Response, above.

### Comment 10-5 Response

Mitigation Measure M-CR-1a has been revised as follows in the Final GP Update.

Prior to the issuance of any construction permits, including but not limited to a grading permit, for any future development project proposed under the GP Update ~~on an undeveloped parcel,~~ the NAHC and local tribes shall be contacted and consulted by a Professional Archaeologist approved by the City. If the NAHC and/or local tribes indicate in a written response that the site of the proposed project may potentially contain Native American resources, a pedestrian survey (i.e., physical walk over) shall be conducted by a Professional Archaeologist and a local Native American monitor, approved by the City. Should the pedestrian survey identify Native American cultural resources, ~~the NAHC and local tribes shall be contacted and consulted and~~ the Professional Archeologist shall, in consultation with the Native American monitor, make an immediate written evaluation of the significance and appropriate treatment of the resource, including any avoidance measures, additional testing and evaluation, or data recovery plan. In addition, the Professional Archaeologist, in consultation with the Native American monitor, shall also include in the written determination whether the potential presence of subsurface resources requires archaeological and/or Native American monitoring during site grading or other ground disturbing activities. If construction monitoring is required, Mitigation Measure M-CR-1b shall be implemented.

### Comment 10-6 Response

See Comment 10-7 Response, below.

## Comment 10-7 Response

The following new policies (RCS Policy 12.4 and 12.5) have been added under Goal 12 of the RCS Element in the GP Update:

If significant Native American artifacts are discovered during pre-construction or construction phases of a discretionary project or during the implementation a grading permit, the first priority shall be a) to avoid any further disturbance of those areas by re-designing the proposed development or project, and b) to have those areas placed into protected open space via an open space easement or similar protective measure. If avoidance is not feasible based on consultation with the Most Likely Descendant of such artifacts, appropriate mitigation shall be required. Any discovered Native American artifacts shall be returned to their Most Likely Descendant and repatriated at the earliest opportunity.

If Native American human remains and/or associated grave goods are found during any of the activities identified in RCS Policy 12.4, the first priority shall be a) to avoid any further disturbance (i.e., grading, development) of those areas in which they are found, and b) to have the remains and/or associated grave goods preserved in place via an open space easement or similar protective land use measure. The second priority shall be that the Most Likely Descendant of the remains and/or associated grave goods, as determined by NAHC, must also have the opportunity to recommend other culturally appropriate treatment.



## 2.3.11 Comment Letter 11 – Vallecitos Water District



VALLECITOS WATER DISTRICT

A PUBLIC AGENCY

201 Vallecitos de Oro • San Marcos, California • 92069-1453 Telephone (760) 744-0460

June 20, 2011

Mr. John Hamilton, Environmental Planner  
City of Vista  
200 Civic Center Drive  
Vista, CA 92084-6275

RECEIVED

JUN 22 2011

COMMUNITY  
DEVELOPMENT

**SUBJECT: SEWER AND WATER SERVICE FOR THE PROPOSED  
CITY OF VISTA GENERAL PLAN 2030 UPDATE**

The following are comments to the Notice of Availability of a Draft Program Environmental Impact Report for the City of Vista General Plan 2030 Update.

At this time, the District is completing our 2008 Master Plan Update. It is expected to be approved in August of this year.

The District cannot identify infrastructure improvements required to serve build-out of the proposed GP update at this time. Any projects within the District and within the GP update area would need to be submitted to the District for review. At that time the District would require a water and/or sewer study and hydraulic analysis for the project area to determine impacts to existing facilities or upgrades required. If the project exceeds the limits of SB 610 or SB221 a Water Supply Assessment would also be required.

The District's proposed 2008 Master Plan only identifies water and sewer projects based on current land use data that was requested and provided (by the City of Vista) to the District to use in the 2008 Master Plan Update. If the GP update is completed and approved prior to the next Master Plan update then the updated data will be utilized in the next Master Plan. Projects approved in the GP update but not identified in the 2008 MP will require separate water and sewer studies.

The District's goal is to update the Master Plan every 5 years. Those projects that may come along after the GP update is completed will require water and sewer studies to determine the impact on existing facilities and facilities needed.

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FAX numbers by Department: Administration (760) 744-2738; Engineering (760) 744-3507; Finance (760) 744-5989;  
Meadowlark Water Reclamation Facility (760) 744-2435; Operations/Maintenance (760) 744-5246  
e-mail: vwd@vwd.org http://www.vwd.org

I hope the information provided is helpful. If you need any additional information please feel free to contact us at the District.

Sincerely,

VALLECITOS WATER DISTRICT



Eileen M. Koonce  
Engineering Technician III

Cc: Ken Gerdes, District Engineer  
James Gumpel, Principal Engineer

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## **Response to Letter 11 – Vallecitos Water District**

The letter from the Vallecitos Water District provided details on their Master Plan Update process. No comments were received from the Vallecitos Water District that requested changes to the Vista General Plan or the related PEIR.

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# Chapter 3

## Modifications to the Draft Program Environmental Impact Report

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This chapter reflects the modifications to the Draft PEIR (including related revisions to the GP Update) that have resulted from comments received during the 45-day public review of the Draft PEIR or that were required for purposes of clarifications. These modifications do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. Revisions to the figures in the Draft PEIR are identified in the corresponding GP Update Element. General Plan goal and policy changes are also identified by their corresponding GP Update Element number. Modifications to the Draft PEIR are provided by chapter and indicated with the page number from the Draft PEIR they would replace. This chapter is intended to be used in conjunction with the Draft PEIR.

### 3.1 Figure Changes

As a result of public comments received during the 45-day public review draft of the Draft PEIR, some revisions were made to the GP Update's figures. The updated figures have been inserted into the final GP Update document, and the reader should refer to the figures provided in the GP Update for the following Draft PEIR figures:

- PEIR Figure 3-3, see Figure LUCI-1, Land Use Map
- PEIR Figure 3-4, see Figure LUCI-6, Opportunity Areas
- PEIR Figure 3-5, see Figure LUCI-7, OA-1 Buena Vista Creek
- PEIR Figure 3-6, see Figure LUCI-8, OA-2 Downtown Vista
- PEIR Figure 3-7, see Figure LUCI-9, OA-3 North Santa Fe Avenue/West Bobier Drive
- PEIR Figure 3-8, see Figure LUCI-10, OA-4 Southern South Santa Fe Avenue
- PEIR Figure 3-9, see Figure LUCI-11, OA-5 West Vista Way
- PEIR Figure 3-10, see Figure LUCI-12, OA-6 East Vista Way
- PEIR Figure 3-11, see Figure LUCI-13, OA-7 Civic Center Link
- PEIR Figure 3-12, see Figure LUCI-14, OA-8 East Vista Way/Foothill Drive
- PEIR Figure 3-13, see Figure LUCI-15, OA-9 Buena Creek Station
- PEIR Figure 3-14, see Figure LUCI-16, OA-10 North County Regional Center/Breeze Hill Road
- PEIR Figure 3-15, see Figure CE-2, Circulation Plan
- PEIR Figure 3-16, see Figure CE-5, Pedestrian Plan
- PEIR Figure 3-17, see Figure CE-4, Bikeway Plan
- PEIR Figure 3-18, see Figure RCSE-3, Open Space Plan
- PEIR Figure 3-19, see Figure RCSE-4, Parks and Recreation Plan
- PEIR Figure 3-20, see Figure CE-6, Trails Plan

- PEIR Figure 4.3-2, see Figure RCSE-3, Open Space Plan

## 3.2 Goal/Policy Changes

As a result of public comments received during the 45-day public review draft of the Draft PEIR, some revisions were made to the GP Update's goals and policies, including numbering. The updated goals and policies have been inserted into the final GP Update document and are shown below:

LUCI Policy 1.5: Require public and/or private landscaping along all arterial roadways to: minimize the visual dominance of paved surfaces; create more appropriately defined and human-scaled public places; help distinguish spaces designated for pedestrian and non-motorized use from those designated for vehicular travel and parking; and provide environmental benefits, such as absorbing carbon dioxide, helping manage stormwater, and shading to reduce heat island effects. Preference shall be given to native or drought tolerant landscape species.

LUCI Policy 1.6: Encourage undergrounding of utilities, and ~~disallow~~discourage new electric and communications lines to be added to existing aboveground utility systems.

LUCI Policy 1.8: Preserve Vista's major creek corridors, such as Buena Vista Creek and Agua Hedionda Creek and their major tributaries, as defining elements in the character of the community and pursue opportunities to enhance these waterways through public works projects, private development, redevelopment, environmental mitigation, and other means.

LUCI Policy 1.10: Design streets in a manner that is sensitive to the local context and recognizes that the needs vary in mixed-use, urban, suburban, and rural settings.

LUCI Policy 2.3: Specific plans shall not be used as a tool to modify or avoid zoning regulations that are consistent with surrounding development patterns, or standards that would otherwise apply. Minimum acreage for a new Specific Plan should be 20 acres or greater.

LUCI Policy 4.1: Encourage mixed-use projects (including residential/commercial/office and live/work developments) in designated areas, such as close to SPRINTER stations; along high frequency public transportation corridors; in the Downtown Specific Plan; in certain Opportunity Areas; and near jobs, schools, parks, and recreational facilities.

LUCI Policy 4.2: ~~Locate neighborhood-serving uses where residents can conveniently walk, ride bicycles, or take transit. Ensure that the existing and future transportation system is~~ interconnected with the smart growth land use patterns to serve multiple modes of travel, such as walking, biking, transit, and driving.

LUCI Policy 4.5: Designate areas for the development of mixed use projects where alternative modes of transportation, such as walking, biking, and transit, will be emphasized over vehicle use.

LUCI Policy 4.7-8: Mixed use development projects shall be evaluated based on consistency with the City's zoning regulations and adopted Design Guidelines, as well as SANDAG Smart Growth publications including: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region; (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region; (3) Trip Generation for Smart Growth; and (4) Parking Strategies for Smart Growth.

LUCI Goal 5: Support Complete Street design and construction projects that complement desired land uses, provide equitable transportation options for all residents, and ensure the safety and convenience of all roadway users.

LUCI Policy 5.1: Provide a dense, interconnected network of local and collector streets that supports walking, bicycling and transit use, while avoiding excessive traffic in residential neighborhoods.

LUCI Policy 5.2: Ensure that the entire right-of-way is designed to accommodate appropriate modes of transportation.

LUCI Policy 5.3: Study and remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.

LUCI Policy 5.4: Promote the provision of multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas, and tourist attractions.

LUCI Policy 5.5: Monitor progress in implementing a multi-modal transportation network by establishing related performance measures.

LUCI Policy 5.6: Develop policies and tools to improve Complete Streets practices. These could include place-based street typologies, a Complete Streets checklist for all new development/redevelopment projects, multi-modal analysis software, and revisions to the City's street design guidelines to ensure the inclusion of infrastructure that benefits all roadway users.

LUCI Policy 6.2: Consider the creation of a central development zone to define the City's core and supporting residential neighborhoods so that resources may be prioritized for these areas.

LUCI Policy 10.2; LUCI Policy 11.2: Foster coordinated planning and cooperation with non-governmental organizations, particularly those involved in resource protection, in implementation of the City's land use planning policies.

LUCI Policy 11.3: Provide and support opportunities for diverse groups to participate in the planning process.

LUCI Policy 12.5: Require that annexations in the Sunset Island Area are accompanied by design guidelines or specific/master plans to ensure preservation of the semi-rural character of the area and compatibility with the surrounding development pattern.

LUCI Policy 13.5: All infrastructure, including sewer mains, local and collector street improvements, and utility connections needed to serve development tied to an annexation shall be the responsibility of the applicant. Improvements to offsite roads serving an annexation shall be required as necessary to meet City standards or provide the needed capacity for all travel modes to adequately serve the annexed area.

LUCI Policy OA-1.2: Uncover the portions of Buena Vista Creek that are underground as new development or redevelopment opportunities arise, including the former Lincoln Middle School site.

LUCI Policy OA-1.3: Modify the channelized portions of Buena Vista Creek to allow for pedestrian access, flood control, and environmental enhancements where feasible. Consider removal of channelized sections where feasible.

LUCI Policy OA-1.5: Consider buffers along Buena Vista Creek in the approval of new or redevelopment projects fronting the creek corridor in order to protect its valuable natural resources. Buffers from the edge of the existing natural tree canopy should be established based on scientific analysis of the existing site conditions and the development proposal by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.

LUCI Policy OA-3.2: Intensify development at key nodes to promote compact, integrated, ~~mixed-use~~ mixed-use development that is pedestrian- and transit- supportive.

CE Policy 1.2: Strive to maintain a vehicular Level of Service (LOS) D or better at all intersections and roadway segments during peak hours throughout the City except for within areas designated for mixed-use development, or areas designated to be more bicycle/pedestrian friendly.

CE Policy 1.3: Develop multi-modal level of service analysis standards to integrate with traditional vehicular LOS modeling tools.

CE Policy 1.4: Require a multi-modal traffic impact analysis for any project within the Mixed Use land use designation that generates 2,500 or more average daily vehicle trips.

CE Policy 1.5: When a traffic analysis indicates that the LOS reaches “D” or below, the City will determine what improvements or operational changes are needed to maintain or improve the LOS. Such improvements will either be the responsibility of the project applicant, or the City will identify potential funding and prioritization for the necessary improvements through the CIP process.

CE Policy 1.6: Make all feasible transportation improvements in order to meet the threshold LOS identified in CE Policy 1.25 unless the City determines that the unacceptable LOS is a direct result of regional traffic or that the improvements necessary to achieve the threshold LOS: (1) exceed the available funding sources; (2) are not compatible with the surrounding land uses; or (3) are the result of a design that is contrary to other established City policies; or (4) if added benefits are gained for other modes such as biking and walking.

CE Policy 1.8: Develop tools such as place-based street typologies to integrate with standard functional street classifications to ensure that all street design decisions are sensitive to the local land use context.

CE Policy 1.6:10: Require necessary conditions of approval on development projects to achieve LOS standards prescribed in this element. Develop a checklist for development and redevelopment projects to ensure the inclusion of infrastructure that provides for safe travel for all users and enhances project outcomes and community impact.

CE Policy 1.8:12: Require all new development projects to either fund or install their fair share of all required feasible transportation improvements necessary to achieve the target a multi-modal LOS identified in this Element as mitigation for the direct impacts on the circulation network from the proposed project.

CE Policy 2.3: Incorporate multi modal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of work.

CE Policy 2.6:7: Establish speed restrictions throughout the City that relate to the design and operating characteristics of the roadway and its classification and/or the surrounding land use context.

CE Policy 2.8: Allow modifications to the Circulation Element Roadway Facility Designations in consideration of available right-of-way, the context of the roadway in comparison to its surrounding land uses, or the impacts or benefits of multiple modes of transportation.

CE Policy 2.9: Adopt a traffic calming program identifying alternatives to slow traffic speeds, improve pedestrian and bicycle safety, and enhance use of the street by multiple users.



CE Policy 3-6: Promote alternatives to driving alone during peak periods, such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and transportation demand management (TDM) programs.

CE Policy 4.3: Provide loading areas and access routes designed to avoid conflicts with ~~noncommercial~~non-commercial traffic.

CE Policy 5.7: Ensure all roadway improvements are consistent with existing and planned Caltrans and NCTD facilities.

CE Policy 6.2: Require proposed ~~developments, where feasible,~~development to provide ~~additional~~bike facilities within the right-of-way for Class II bikeways in the project vicinity on all arterial roadways where deemed appropriate. Where Class II bikeways are not feasible, require Class III bike routes to be provided as a temporary measure.

CE Policy 6.6-7: Require developers, ~~whenever feasible,~~ to provide facilities for pedestrian travel such as sidewalks, design developments to provide pedestrian access to the development via sidewalks, and avoid requiring that pedestrians use driveways to access development.

CE Policy 6.15: Coordinate with surrounding jurisdictions to ensure that trails, sidewalks, bikeways, and other non-motorized facilities connect to like facilities within those jurisdictions. Adjustments to alignment, width, designation, or design may be made to create appropriate regional connections.

CE Policy 6.17: Provide flexibility in the design of trail improvements to accommodate a wide range of users while considering the existing environmental conditions and community character within the trail corridor.

~~CE Policy 6.15~~CE Policy 6.18: Complete breaks in sidewalks and non-motorized paths where they are missing, especially along commercial corridors and routes to schools. Prioritization shall be given to such connections in development of the Capital Improvement Program (CIP).

CE Policy 6.23: Establish performance standards with measurable outcomes to assess safety, functionality, and use of the circulation system by multiple roadway users. Standards should be developed to address the following:

- Mode shift from single-occupant vehicles to walking or biking
- Reduction in the number of injuries and fatalities to bicyclists and pedestrians
- Reduction in the number of vehicle miles traveled per capita
- Increase in the number of streets with sidewalks, low design speeds, tree canopy, and street furnishings
- Increase in miles of bicycle lanes or other bikeway facilities
- Increase in miles of sidewalks or other pedestrian facilities

CE Policy 7.1: Maintain the existing width of ~~semi-rural~~semi-rural roadways where feasible, but provide improvements to the right-of-way that would allow for safe pedestrian and bicycle travel, ~~using the semi-rural cross-sections as an example.~~ Pedestrian walkways should be constructed of materials appropriate to the surrounding area to help retain the existing character.

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

RCS Policy 4.1: ~~Preserve and protect~~ and enhance water quality within the San Luis Rey and Carlsbad regional watersheds ~~Hydrologic Units, of which the City is a part, from pollutants, excessive changes in through~~ pollution prevention, encouraging preservation of natural drainage courses, prevention of wildfires, and prevention of other natural or human-made anthropogenic detrimental effects onto the watershed system ~~watersheds.~~

RCS Policy 4.2: Continue to improve water quality in ~~Buena~~ the San Luis Rey, Loma Alta, Buena Vista, and Agua Hedionda Creeks through the support of local, and regional ~~San Marcos watersheds, through the implementation of~~ water quality improvement programs with the goal of achieving sustainable resource management by balancing, social, economic, and environmental needs.

RCS Policy 4.3: Implement the Agua Hedionda Watershed Management Plan and develop and implement a similar watershed management plan for Buena Vista Creek and its major tributaries, dependent upon available funding.

RCS Policy 4.4: Promote practices and programs that integrate the various disciplines of water resources management, recognizing and fostering the interconnectedness of water quality (including surface, stormwater, and waste water management), water supply, and natural resources.

RCS Policy 4.5: Protect and restore appropriate beneficial uses for prioritized water bodies impacted by stormwater and urban runoff.

RCS Policy 4.6: Require the incorporation of Low Impact Development (LID) techniques in ~~new commercial and industrial development, and residential development of five or more dwelling units, and for major renovations that exceed a certain dollar amount (such as the amount considered an unreasonable hardship for disabled access)~~ accordance with current stormwater regulations to manage stormwater and urban runoff, reduce runoff and pollution, and assist in maintaining or restoring the natural hydrology of the site. Examples of LID techniques include, but are not limited to the following:

- a. Use permeable paving or pavers for sidewalks and parking areas instead of ~~impermeable~~ impervious material, such as concrete and asphalt.
- b. Incorporate bioretention facilities, such as cells (small-scale shallow vegetated depressions), bioswales, (linear bioretention features that may mimic natural stream channels), tree box filters (stand-alone or connected mini-bioretention areas that are installed beneath trees), and other bioretention features in site design for development projects and subdivisions.
- c. Utilize rain barrels and cisterns to manage rooftop runoff and /or utilize rooftop runoff to provide water for irrigating lawns and gardens.
- d. Install street trees in stand-alone or connected tree box filters.

RCS Policy 4.4:~~7~~: Encourage the use of LID techniques through public outreach and education by installing demonstration projects at City facilities and by incorporating LID and other green technologies into public infrastructure projects.

RCS Policy 4.5:~~8~~: Continue to require native and non-invasive vegetative ~~buffer strips~~ buffers along the margins of water bodies to ~~filter fertilizers, pesticides, other contaminants,~~ provide water cleansing for runoff entering the water bodies. Buffers from the edge of the existing natural tree canopy should be established based on scientific analysis of the existing site conditions and sediments ~~any development proposal by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.~~

~~RCS Policy 4.6:9: Continue to implement upgrades to the City's stormwater collection, curbs, and gutters, infrastructure where necessary to maximize public safety and other appropriate measures water quality benefits.~~  
RCS Policy 4.6:9: Continue to implement upgrades to the City's stormwater collection, curbs, and gutters, infrastructure where necessary to maximize public safety and other appropriate measures water quality benefits.

~~stormwater collection, curbs, and gutters, infrastructure where necessary to maximize public safety and other appropriate measures water quality benefits.~~

RCS Policy 4.7:10: Require that any property to be annexed into the City be required to hook up to the City's sewer system and bear the cost of improvements to the sewer system if needed to serve such areas.

~~RCS Policy 4.8: Retain Vista's 11: Restrict the installation of new concrete lining or channelization projects within open creeks and waterways and restore the creek system to its natural state where feasible, except where the in an effort to balance flood protection of life, water quality benefits, and property require other methods habitat preservation. The daylighting and restoration of managing water flow covered creek channels is encouraged.~~

RCS Policy 5.2: In areas that are adjacent to sensitive vegetation and/or wildlife communities, continue to require development, uses, and activities to be designed and managed to ensure minimal impacts to those resources. Examples include, but are not limited to the following:

- a. Provide buffers or barriers between the development and the biological resources. Buffers from the edge of the existing natural tree canopy should be established based on scientific analysis of the existing site conditions and the development proposal by a qualified biologist. New buildings or parking areas should not be permitted within any buffer area.
- b. Prohibit parking lots and other developed areas from draining into sensitive resources.
- c. Require land uses that use chemicals or fertilizers or generate by-products that are potentially toxic or harmful to wildlife, sensitive species, and habitats to incorporate measures to mitigate those impacts.
- d. Require development to incorporate measures that avoid degradation of habitats from erosion and sedimentation.
- e. Ensure that sensitive species are protected from night lighting from nearby development.
- f. Mitigate noise impacts from development, uses, or activities on nearby sensitive species through noise reduction measures and/or restriction of hours during the breeding season of sensitive species.
- g. Require development that is adjacent to sensitive resources to landscape their sites with native, non-invasive vegetation that is similar to or compatible with the adjacent resources; and prohibit horticultural regimes (irrigation, fertilization, pest control, and pruning) that could alter site conditions in natural areas.
- h. Enforce fire and brush management plans so that both biological and safety goals are met.

RCS Goal 6: Implement the provisions of the regional Multiple Habitat Conservation Plan (MHCP)

~~RCS Policy 5.9: Work toward adopting~~  
RCS Policy 6.1: Establish and maintain a Biological Preserve Overlay (BPO) reflecting the Focused Planning Area in the MHCP to the maximum extent practicable. The BPO shall define lands worthy of protection based on the presence of sensitive vegetation and wildlife communities, or those lands that support viable wildlife corridors.

RCS Policy 6.2: Limit land uses within the BPO to only those necessary for the protection of public health and safety, or recreational uses that are consistent with the conservation standards in the MHCP. Biological conservation shall be the primary objective within the BPO whenever potential conflicts with recreational uses arise.

RCS Policy 6.3: Establish maintenance and management standards for the BPO to ensure permanent conservation. The City's standards shall be based on the applicable standards in Section 6.0 of the Final MHCP (i.e., Fire Management; Habitat Restoration; Erosion Control; Landscaping Restrictions; Recreation and Public Access; Fencing, Signs and Lighting; Predator and Exotic Species Control; Hydrology and Flood Control; and Species Reintroduction), subject to the availability of permanent funding.

RCS Policy 6.4: Adopt a Habitat Conservation Plan (a Subarea Plan) for Vista to support the subregional (North County) Multiple Habitat Conservation Plan (MHCP), the other multiple habitat species covering, at minimum, the BPO and enter into an Implementing Agreement with the Wildlife Agencies, subject to the availability of permanent funding.

RCS Policy 6.5: Use the mitigation ratios established in the MHCP for impacts to sensitive biological habitats.

RCS Policy 6.6: Integrate the City's conservation planning efforts underway in the San Diego region, and the conservation goals of California's Natural Community Conservation Planning (NCCP) Act with watershed planning, GHG reductions, and other regional planning efforts involving natural resources when possible in order to maximize opportunities for grant funding for conservation purposes.

RCS Policy 6.7.1: Acquire or otherwise protect, where possible, open space and other properties that contain or protect significant sensitive resources, such as special-status plant and wildlife species known to occur in or near the City, natural habitats, and habitat linkages. Primary consideration shall be given to those properties within the City's Biological Preserve Overlay. Actions may include, but are not limited to:

- a. Acquire private land with significant natural habitat or sensitive resources, assuming the seller is willing and that funding is available.
- b. Encourage the county, state, and federal government, or other conservation agency dedicated to Vista's conservation goals, to acquire private land with significant natural habitat or sensitive resources, assuming the seller is willing.
- c. Enforce state and federal conservation and avoidance regulations, through the development review process, for all new development projects on private property that may potentially impact affect natural vegetation communities or biological resources within Vista.
- d. Encourage alternative subdivision design, such as clustering, to preserve sensitive habitat. Acquire easement rights or establish agreements with public utilities to ensure the protection of natural habitats or sensitive resources within existing or planned utility easements.
- e. Require privately owned open space designed as an integral part of a new development to be designated Open Space (OS) on the Land Use Map.

RCS Policy 7.8.5: Develop Preserve and implement a master plan maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for Buena Vista Creek to enhance the creek's hydrology and protect open space and natural habitats enjoyment of the surrounding community.

RCS Policy 10.2: Maintain the diversity of recreational programs serving the community subject to the availability of adequate funding. Pursue funding opportunities to support program diversity when available.

RCS Policy 11.4: Consider discretionary review of any demolition permits for properties identified on the City's historic resources inventories, as applicable.

RCS Policy ~~11.12.1~~: Develop a ~~database map~~ identifying existing and potential ~~archaeological sites~~ archaeologically sensitive districts in Vista.

RCS Policy ~~11.12.2~~: In collaboration with NAHC and the San Luis Rey Band of Mission Indians, adopt procedures for protecting significant archeological features, and apply to projects requiring discretionary City approval.

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

RCS Policy 12.4: If significant Native American artifacts are discovered during pre-construction or construction phases of a discretionary project or during the implementation a grading permit, the first priority shall be a) to avoid any further disturbance of those areas by re-designing the proposed development or project, and b) to have those areas placed into protected open space via an open space easement or similar protective measure. If avoidance is not feasible based on consultation with the Most Likely Descendant of such artifacts, appropriate mitigation shall be required. Any discovered Native American artifacts shall be returned to their Most Likely Descendant and repatriated at the earliest opportunity.

RCS Policy 12.5: If Native American human remains and/or associated grave goods are found during any of the activities identified in RCS Policy 12.4, the first priority shall be a) to avoid any further disturbance (i.e., grading, development) of those areas in which they are found, and b) to have the remains and/or associated grave goods preserved in place via an open space easement or similar protective land use measure. The second priority shall be that the Most Likely Descendant of the remains and/or associated grave goods, as determined by NAHC, must also have the opportunity to recommend other culturally appropriate treatment.

RCS Policy 14.1: Consider the goals and policies in SANDAG's Regional Energy Strategy in drafting new legislation, policies, or procedures.

RCS Policy ~~13.6~~:14.7: Encourage any newly constructed, purchased, or leased municipal space to meet minimum standards as appropriate, such as the following:

- a. requiring new commercial buildings to meet Leadership in Energy and Environmental Design (LEED) criteria established by the U.S. Green Building Council;
- b. incorporating passive solar design features in new buildings, including daylighting and passive solar heating;
- c. retrofitting existing buildings to meet standards under Title 24 of the California Building Energy Code, or to achieve a higher performance standard as established by the City/County; and
- ~~d. Energy Code, or to achieve a higher performance standard as established by the~~
- ~~e. City/County; and~~
- f.d. retrofitting existing buildings to decrease heat gain from non-roof impervious surfaces with cool paving, landscaping, and other techniques.

RCS Policy 14.13: Support SDG&E in the location of new or expanded service facilities where appropriate, and support maintenance and operational activities through coordinated efforts with SDG&E staff and contractors.

HV Policy 1.1: Continue and enhance the collaboration among the City and community partners (such as health care providers, mental health providers, public health advocates, the Vista Community Clinic, the Vista Unified School District [VUSD], businesses, other governments and

agencies, the Boys and Girls Club, the YMCA, neighborhood organizations, faith-based organizations, and other community partners) in identifying public health issues and developing and implementing a community-based approach to health and wellness in Vista.

HV Policy 1.6: Pursue the establishment of public events in Vista that promote community health and wellness.

HV Policy 1.7:8: Encourage the establishment of tobacco free outdoor spaces, such as outdoor dining areas, employee break areas, private open space areas, and other privately operated outdoor facilities.

HV Policy 1.9: Pursue opportunities for new funding sources to enhance funding of alcohol related enforcement, prevention, and training efforts.

HV Policy 1.10: Develop a policy outlining standard restrictions, limitations, or conditions for new alcohol licenses or renewals considering, but not limited to, overconcentration of similar facilities and crime statistics in the surrounding area. The policy should address both onsite and offsite alcohol sales.

HV Policy 1.11: Strive to reduce problems associated with alcohol and drug abuse when developing or altering programs, policies, and practices.

HV Policy 2.1: Encourage the creation and operation of community gardens and urban farms, and other small scale agricultural operations, especially in neighborhoods that do not have convenient access to grocery stores.

HV Policy 2.5: Promote access to large scale food distribution sites by allowing temporary or interim uses on commercially or industrially designated properties for the purpose of food distribution, as needed.

HV Policy 3.2: Support State licensed residential care programs and facilities that provide people in recovery and their families with a variety of support options, if not overly concentrated.

HV Policy 5.4: Develop an outreach program in coordination with any other interested public agencies or non-governmental organizations to facilitate public participation in the municipal planning and decision making process.

PSFS Policy 1.6: Develop a formal policy addressing the City's review of licenses for the sale of alcohol.

PSFS Policy 5.3: Conduct community-wide awareness and education efforts concerning defensible space planning, maintenance, ignition-resistant construction, and landscaping techniques, with a focus on the areas within the Very High Fire Hazard Severity Zone.

PSFS Policy 5.7: Maintain the City's Vegetation Management Program to reduce wildfire hazards in urban and semi-urban areas within Vista. Thinning, pruning or removal of native vegetation under this program shall require approval of the Fire Marshal and the appropriate resource agencies if not permitted under existing agreements.

PFSF Goal 13: Through coordination with State, County, and local Emergency Medical Services Association, provide local control and oversight of pre-hospital emergency medical care through Advanced Life Support Services.

PSFS Policy 13.1: Maintain service levels in compliance with State and County protocols.

PSFS Policy 13.2: Conduct community-wide awareness and education efforts for healthy living, disaster planning, public health issues, and injury prevention.

PFSF Policy 13.3: Implement injury reduction programs as feasible. Provide information on the 911 system and where/how to obtain CPR training.

PFSF Policy 13.4: Permit private ambulance providers to ensure safe practice, minimize Code Three travel in the City and District, and identify available ambulance resources.

PFSF Policy 13.5: Encourage and support AED (Automated External Defibrillation) programs.

PFSF Policy 13.6: Present and support CPR training throughout the City workforce and community.

PFSF Policy 13.7: Ensure EMS personnel are well trained to provide emergency medical care, thorough education, continuous quality improvement, testing and National certifications.

PFSF Policy 13.8: Provide and/or oversee emergency medical ground transport.

PFSF Policy 13.9: Provide and maintain Paramedic Assessment engines seven days a week.

PFSF Policy 13.10: Assure compliance with policies, procedures and protocols for medical control as established by San Diego County EMS.

PFSF Policy 13.11: Ensure secure patient record keeping that complies with the Health Insurance Portability and Accountability Act (HIPAA) and confidentiality regulations.

Additionally, the following policies were renumbered but had no changes to text. The numbering from the Draft PEIR and GP Update is shown in the table below in the left column, along with its corresponding new numbering in the right column.

| Previous Goal/Policy Number | Revised Goal/Policy Number |
|-----------------------------|----------------------------|
| LUCI Policy 2.4             | LUCI Policy 2.5            |
| LUCI Policy 2.5             | LUCI Policy 2.6            |
| LUCI Policy 2.6             | LUCI Policy 2.7            |
| LUCI Policy 2.7             | LUCI Policy 2.8            |
| LUCI Policy 2.8             | LUCI Policy 2.9            |
| LUCI Policy 2.9             | LUCI Policy 2.10           |
| LUCI Policy 2.10            | LUCI Policy 2.11           |
| LUCI Policy 2.11            | LUCI Policy 2.12           |
| LUCI Policy 2.12            | LUCI Policy 2.13           |
| LUCI Policy 4.5             | LUCI Policy 4.6            |
| LUCI Policy 4.6             | LUCI Policy 4.7            |
| LUCI Policy 4.7             | LUCI Policy 4.9            |
| LUCI Policy 4.8             | LUCI Policy 4.10           |
| LUCI Goal 5                 | LUCI Goal 6                |
| LUCI Policy 5.1             | LUCI Policy 6.1            |
| LUCI Policy 5.2             | LUCI Policy 6.3            |
| LUCI Policy 5.3             | LUCI Policy 6.4            |
| LUCI Policy 5.4             | LUCI Policy 6.5            |
| LUCI Policy 5.5             | LUCI Policy 6.6            |
| LUCI Policy 5.6             | LUCI Policy 6.7            |
| LUCI Policy 5.7             | LUCI Policy 6.8            |
| LUCI Goal 6                 | LUCI Goal 7                |

| Previous Goal/Policy Number | Revised Goal/Policy Number |
|-----------------------------|----------------------------|
| LUCI Policy 6.1             | LUCI Policy 7.1            |
| LUCI Policy 6.2             | LUCI Policy 7.2            |
| LUCI Policy 6.3             | LUCI Policy 7.3            |
| LUCI Policy 6.4             | LUCI Policy 7.4            |
| LUCI Policy 6.5             | LUCI Policy 7.5            |
| LUCI Policy 6.6             | LUCI Policy 7.6            |
| LUCI Goal 7                 | LUCI Goal 8                |
| LUCI Policy 7.1             | LUCI Policy 8.1            |
| LUCI Policy 7.2             | LUCI Policy 8.2            |
| LUCI Policy 7.3             | LUCI Policy 8.3            |
| LUCI Policy 7.4             | LUCI Policy 8.4            |
| LUCI Policy 7.5             | LUCI Policy 8.5            |
| LUCI Goal 8                 | LUCI Goal 9                |
| LUCI Policy 8.1             | LUCI Policy 9.1            |
| LUCI Policy 8.2             | LUCI Policy 9.2            |
| LUCI Policy 8.3             | LUCI Policy 9.3            |
| LUCI Policy 8.4             | LUCI Policy 9.4            |
| LUCI Goal 9                 | LUCI Goal 10               |
| LUCI Policy 9.1             | LUCI Policy 10.1           |
| LUCI Policy 9.2             | LUCI Policy 10.2           |
| LUCI Policy 9.3             | LUCI Policy 10.3           |
| LUCI Policy 9.4             | LUCI Policy 10.4           |
| LUCI Policy 9.5             | LUCI Policy 10.5           |
| LUCI Policy 9.6             | LUCI Policy 10.6           |
| LUCI Goal 10                | LUCI Goal 11               |
| LUCI Policy 10.1            | LUCI Policy 11.1           |
| LUCI Goal 11                | LUCI Goal 12               |
| LUCI Policy 11.1            | LUCI Policy 12.1           |
| LUCI Policy 11.2            | LUCI Policy 12.2           |
| LUCI Policy 11.3            | LUCI Policy 12.3           |
| LUCI Policy 11.4            | LUCI Policy 12.4           |
| LUCI Goal 12                | LUCI Goal 13               |
| LUCI Policy 12.1            | LUCI Policy 13.1           |
| LUCI Policy 12.2            | LUCI Policy 13.2           |
| LUCI Policy 12.3            | LUCI Policy 13.3           |
| LUCI Policy 12.4            | LUCI Policy 13.4           |
| LUCI Goal 13                | LUCI Goal 14               |
| LUCI Policy 13.1            | LUCI Policy 14.1           |
| LUCI Policy 13.2            | LUCI Policy 14.2           |
| LUCI Policy 13.3            | LUCI Policy 14.3           |
| LUCI Policy 13.4            | LUCI Policy 14.4           |
| LUCI Policy OA-1.5          | LUCI Policy OA-1.6         |



| Previous Goal/Policy Number | Revised Goal/Policy Number |
|-----------------------------|----------------------------|
| LUCI Policy OA-1.6          | LUCI Policy OA-1.7         |
| LUCI Policy OA-1.7          | LUCI Policy OA-1.8         |
| CE Policy 1.4               | CE Policy 1.7              |
| CE Policy 1.5               | CE Policy 1.9              |
| CE Policy 1.7               | CE Policy 1.11             |
| CE Policy 1.9               | CE Policy 1.13             |
| CE Policy 1.10              | CE Policy 1.14             |
| CE Policy 1.11              | CE Policy 1.15             |
| CE Policy 2.3               | CE Policy 2.4              |
| CE Policy 2.4               | CE Policy 2.5              |
| CE Policy 2.5               | CE Policy 2.6              |
| CE Policy 2.7               | CE Policy 2.10             |
| CE Policy 2.8               | CE Policy 2.11             |
| CE Policy 3.6               | CE Policy 3.7              |
| CE Policy 3.7               | CE Policy 3.8              |
| CE Policy 3.8               | CE Policy 3.9              |
| CE Policy 6.5               | CE Policy 6.6              |
| CE Policy 6.7               | CE Policy 6.8              |
| CE Policy 6.8               | CE Policy 6.9              |
| CE Policy 6.9               | CE Policy 6.10             |
| CE Policy 6.10              | CE Policy 6.11             |
| CE Policy 6.11              | CE Policy 6.12             |
| CE Policy 6.12              | CE Policy 6.13             |
| CE Policy 6.13              | CE Policy 6.14             |
| CE Policy 6.14              | CE Policy 6.15             |
| CE Policy 6.16              | CE Policy 6.19             |
| CE Policy 6.17              | CE Policy 6.20             |
| CE Policy 6.18              | CE Policy 6.21             |
| CE Policy 6.19              | CE Policy 6.22             |
| RCS Policy 4.9              | RCS Policy 4.12            |
| RCS Goal 6                  | RCS Goal 7                 |
| RCS Policy 6.2              | RCS Policy 7.2             |
| RCS Goal 7                  | RCS Goal 8                 |
| RCS Policy 7.1              | RCS Policy 8.1             |
| RCS Policy 7.2              | RCS Policy 8.2             |
| RCS Policy 7.3              | RCS Policy 8.3             |
| RCS Policy 7.4              | RCS Policy 8.4             |
| RCS Goal 8                  | RCS Goal 9                 |
| RCS Policy 8.1              | RCS Policy 9.1             |
| RCS Policy 8.2              | RCS Policy 9.2             |
| RCS Policy 8.3              | RCS Policy 9.3             |
| RCS Policy 8.4              | RCS Policy 9.4             |

| Previous Goal/Policy Number | Revised Goal/Policy Number |
|-----------------------------|----------------------------|
| RCS Policy 8.5              | RCS Policy 9.5             |
| RCS Policy 8.6              | RCS Policy 9.6             |
| RCS Policy 8.7              | RCS Policy 9.7             |
| RCS Policy 8.8              | RCS Policy 9.8             |
| RCS Policy 8.9              | RCS Policy 9.9             |
| RCS Policy 8.10             | RCS Policy 9.10            |
| RCS Goal 9                  | RCS Goal 10                |
| RCS Policy 9.1              | RCS Policy 10.1            |
| RCS Policy 9.2              | RCS Policy 10.3            |
| RCS Policy 9.3              | RCS Policy 10.4            |
| RCS Policy 9.4              | RCS Policy 10.5            |
| RCS Policy 9.5              | RCS Policy 10.6            |
| RCS Policy 9.6              | RCS Policy 10.7            |
| RCS Policy 9.7              | RCS Policy 10.8            |
| RCS Policy 9.8              | RCS Policy 10.9            |
| RCS Policy 9.9              | RCS Policy 10.10           |
| RCS Policy 9.10             | RCS Policy 10.11           |
| RCS Policy 9.11             | RCS Policy 10.12           |
| RCS Goal 10                 | RCS Goal 11                |
| RCS Policy 10.1             | RCS Policy 11.1            |
| RCS Policy 10.2             | RCS Policy 11.2            |
| RCS Policy 10.3             | RCS Policy 11.3            |
| RCS Policy 10.4             | RCS Policy 11.5            |
| RCS Policy 10.5             | RCS Policy 11.6            |
| RCS Policy 11.6             | RCS Policy 11.7            |
| RCS Goal 11                 | RCS Goal 12                |
| RCS Goal 12                 | RCS Goal 13                |
| RCS Policy 12.1             | RCS Policy 13.1            |
| RCS Policy 12.2             | RCS Policy 13.2            |
| RCS Goal 13                 | RCS Goal 14                |
| RCS Policy 13.1             | RCS Policy 14.2            |
| RCS Policy 13.2             | RCS Policy 14.3            |
| RCS Policy 13.3             | RCS Policy 14.4            |
| RCS Policy 13.4             | RCS Policy 14.5            |
| RCS Policy 13.5             | RCS Policy 14.6            |
| RCS Policy 13.7             | RCS Policy 14.8            |
| RCS Policy 13.8             | RCS Policy 14.9            |
| RCS Policy 13.9             | RCS Policy 14.10           |
| RCS Policy 13.10            | RCS Policy 14.11           |
| RCS Policy 13.11            | RCS Policy 14.12           |
| RCS Goal 14                 | RCS Goal 15                |
| RCS Policy 14.1             | RCS Policy 15.1            |

| Previous Goal/Policy Number | Revised Goal/Policy Number |
|-----------------------------|----------------------------|
| RCS Policy 14.2             | RCS Policy 15.2            |
| RCS Policy 14.3             | RCS Policy 15.3            |
| RCS Policy 14.4             | RCS Policy 15.4            |
| RCS Policy 14.5             | RCS Policy 15.5            |
| RCS Policy 14.6             | RCS Policy 15.6            |
| RCS Policy 14.7             | RCS Policy 15.7            |
| HV Policy 1.6               | HV Policy 1.7              |
| HV Policy 1.7               | HV Policy 1.12             |
| HV Policy 2.5               | HV Policy 2.6              |
| HV Policy 2.6               | HV Policy 2.7              |
| HV Policy 2.7               | HV Policy 2.8              |
| HV Policy 2.8               | HV Policy 2.9              |
| HV Policy 2.9               | HV Policy 2.10             |
| HV Policy 2.10              | HV Policy 2.11             |
| HV Policy 2.11              | HV Policy 2.12             |
| HV Policy 3.2               | HV Policy 3.3              |
| HV Policy 3.3               | HV Policy 3.4              |
| HV Policy 3.4               | HV Policy 3.5              |
| PSFS Policy 1.6             | PSFS Policy 1.7            |
| PSFS Goal 13                | PSFS Goal 14               |
| PSFS Policy 13.1            | PSFS Policy 14.1           |
| PSFS Policy 13.2            | PSFS Policy 14.2           |
| PSFS Policy 13.3            | PSFS Policy 14.3           |
| PSFS Policy 13.4            | PSFS Policy 14.4           |
| PSFS Goal 14                | PSFS Goal 15               |
| PSFS Policy 14.1            | PSFS Policy 15.1           |
| PSFS Policy 14.2            | PSFS Policy 15.2           |
| PSFS Policy 14.3            | PSFS Policy 15.3           |
| PSFS Policy 14.4            | PSFS Policy 15.4           |

### 3.3 PEIR Chapter/Section Changes

#### Executive Summary

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| 4.4 Climate Change       |   |    |   |    |
|--------------------------|---|----|---|----|
| Greenhouse Gas Emissions | <p><b>Impact CC-1/C-CC-1: Cumulative Greenhouse Gas Emissions.</b> GHG emissions in the City of Vista under BAU conditions would result in 2020 emissions that are approximately 20 percent higher than current 2005 GHG emissions. Emissions that are inconsistent with reduction goals established by AB 32 (that is, emissions in 2020 greater than 85 percent of current levels) would be significant.</p> <p>Full implementation of a CAP that quantitatively demonstrates reduction of GHG emissions in 2020 to a level below 85 percent of the current level would reduce this impact to below a level of significance. Various policies listed within the GP Update are consistent with established guidance from CAPCOA and the Attorney General’s Office on GHG reduction strategies, and these policies could form the basis of the CAP. However, it is unknown whether or not the policies within the GP Update provide</p> | PS | <p><b>M-CC-1: CAP Implementation.</b> In compliance with RSC Policy 2.1, the city shall implement a quantified CAP within <del>two years</del><u>24 months of adoption of the General Plan</u>. The CAP shall apply the discussions in the EIR under “Considerations for Implementing the Climate Action Plan” discussed under Section 4.4.4.4.1. At a minimum, the CAP shall:</p> <ul style="list-style-type: none"> <li>● <u>Identify a quantifiable GHG emissions reduction target on projected 2020 BAU emissions in the city using currently accepted methods.</u></li> <li>● <u>Identify and prioritize potential reduction measures and policies to achieve the city’s GHG emissions target, and quantitatively and qualitatively analyze the reduction potential and implementation costs of selected measures to a level that is 15 percent below recent (2005) levels by 2020.</u></li> <li>● <u>Identify proactive strategies that can be implemented to prepare for potential impacts of climate change on Vista’s economy, natural ecosystems, and community health.</u></li> <li>● <u>Identify an achievable implementation schedule, establish a monitoring system, and</u></li> </ul> | SU |

a sufficiently comprehensive framework for reducing GHG emissions in the city in line with the requirements of AB 32. Beyond implementing policies of the GP Update, including policies to adopt and support a CAP (RCS Policies 2.1 and 2.2) and mitigation that would ensure implementation of RCS Policy 2.1, no additional mitigation is feasible at the program level to reduce GHG emissions. Therefore, impacts related to GHG emissions would be cumulatively significant and unavoidable.

identify funding sources for implementation of the CAP through 2020.

- ~~Quantify the 2020 reductions in GHG emissions using currently accepted methods.~~
- ~~Quantify the impact of state and federal GHG reduction measures on projected 2020 BAU emissions in the city.~~
- ~~Identify methods to reduce GHG emissions to a level that is 15% below recent (2006) levels by 2020.~~
- ~~Identify additional measures or modified General Plan Update policies as needed for incorporation into the CAP.~~
- ~~Require monitoring and reporting of GHG emissions.~~
- ~~Establish a schedule of actions for implementation through 2020.~~
- ~~Identify funding sources for implementation through 2020.~~
- ~~Identify a process to set a reduction goal for 2030 by 2020.~~
- ~~Adopt feasible, enforceable GHG reduction measures to be required of private activities by the City.~~
- ~~Update the CAP by 2020 to include reduction measures to achieve the adopted 2030 reduction goal.~~

Physical Effects of Climate Change

**Impact CC-2/C-CC-2: Physical Effects from Climate Change.** Environmental change is inevitable due to current and unavoidable future increases in GHG emissions worldwide. Over time, new development would be resilient to the inevitable changes of climate change and would help avoid additional physical harm to persons and property resulting from climate change effects. However, currently it is unknown whether the city will be able to protect property and persons from the

PS

Implement Mitigation Measure M-CC-1.

SU

adverse effects of global climate change. No mitigation is proposed to reduce the adverse effects of global climate change. Therefore, impacts resulting from climate change would be significant and unavoidable.

**Cumulative Climate Change Impacts**

|                          |   |    |                                      |    |
|--------------------------|---|----|--------------------------------------|----|
| Greenhouse Gas Emissions | <p><b>Impact C-CC-1: Cumulative Greenhouse Gas Emissions.</b> GHG emissions in the City of Vista under BAU conditions would result in 2020 emissions that are approximately 20 percent higher than current 2005 GHG emissions. Emissions that are inconsistent with reduction goals established by AB 32 (that is, emissions in 2020 greater than 85 percent of current levels) would be significant.</p> <p>Full implementation of a CAP that quantitatively demonstrates reduction of GHG emissions in 2020 to a level below 85 percent of the current level would reduce this impact to below a level of significance. Various policies listed within the GP Update are consistent with established guidance from CAPCOA and the Attorney General's Office on GHG reduction strategies, and these policies could form the basis of the CAP. However, it is unknown whether or not the policies within the GP Update provide a sufficiently comprehensive framework for reducing GHG emissions in the city in line with the requirements of AB 32. Beyond implementing policies of the GP Update, including policies to adopt and</p> | PS | Implement Mitigation Measure M-CC-1- | SU |
|--------------------------|---|----|--------------------------------------|----|

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|   |   |           |   |           |
|---|---|-----------|---|-----------|
| <p>Physical Effects of Climate Change</p> | <p><del>support a CAP (RCS Policies 2.1 and 2.2) and mitigation that would ensure implementation of RCS Policy 2.1, no additional mitigation is feasible at the program level to reduce GHG emissions. Therefore, impacts related to GHG emissions would be cumulatively significant and unavoidable.</del></p> <p><b>Impact C-CC-2: Physical Effects from Climate Change.</b> Environmental change is inevitable due to current and unavoidable future increases in GHG emissions worldwide. Over time, new development would be resilient to the inevitable changes of climate change and would help avoid additional physical harm to persons and property resulting from climate change effects. However, currently it is unknown whether the city will be able to protect property and persons from the adverse effects of global climate change. No mitigation is proposed to reduce the adverse effects of global climate change. Therefore, impacts resulting from climate change would be significant and unavoidable.</p> | <p>PS</p> | <p>No feasible mitigation is proposed to reduce the adverse effects of global climate change.</p> | <p>SU</p> |
|---|---|-----------|---|-----------|

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## Page ES-26

|                |   |    |
|----------------|---|----|
| Public Schools | <p><b>Impact PS-2:</b> Construction of New or Expanded School Facilities. The increase in population and housing associated with the GP Update could require the construction of new or expanded school facilities to meet the projected increase in school enrollment. VUSD is solely responsible for the planning, design, approval, and construction of school facilities. The city has limited authority over the construction or expansion of school facilities. Thus, the city would not be able to ensure that their construction and operation would have a less than significant impact on the environment. Beyond paying fees in association with SB 50, no mitigation is feasible at the program-level. <del>Therefore, even with the implementation of the GP Update, impacts would be significant and unavoidable.</del> Impacts would be less than significant with mitigation.</p> | PS |
|----------------|---|----|

## Project Description

### Page 3-8

Adoption of the GP Update would result in the ~~reduction of 3.2 acres of~~ increase in residential uses, most of which would ~~be replaced by~~ involve increases in the Rural Residential (RR), Medium Density residential (MD) and Medium High Density residential (MHD) land use designations ~~or by higher residential land uses~~. No changes would occur to the ~~RR or OSR~~ land use designations.

**Rural Residential (RR).** There are 126 acres currently designated as RR, which would ~~not be changed~~ increased by the GP Update to 258.3 acres.

**Low Density (LD).** There are 1,843.7 acres currently designated for LD residential development. The GP Update would replace ~~11,812.4~~ 11,812.4 acres of LD with MD, MHD, and HD land uses within OA-6, resulting in a total of ~~1,831.9~~ 3 acres of LD land uses in the proposed GP Update.

### Page 3-9

**Low Density (LD).** There are 1,843.7 acres currently designated for LD residential development. The GP Update would replace ~~11,812.4~~ 11,812.4 acres of LD with MD, MHD, and HD land uses within OA-6, resulting in a total of ~~1,831.9~~ 3 acres of LD land uses in the proposed GP Update.

**Medium Low Density (MLD).** There are 2,203.4 acres currently designated for MLD residential development within the existing General Plan. The GP Update would reduce the amount of designated MLD residential land uses by ~~20,227.6~~ 20,227.6 acres primarily within OA-2, OA-3, and OA-5 and would replace them with HD and MU land uses. In total there would be ~~2,183.2~~ 2,175.8 acres of MLD land uses under the proposed GP Update.

**Medium Density (MD).** There are 1,170.8 acres currently designated for MD residential development within the existing General Plan. The GP Update would increase the net amount of designated MD residential land uses by ~~17,818.7~~ 17,818.7 acres, resulting in a total of ~~1,189.5~~ 6 acres of MD land use designations citywide.

**Medium High Density (MHD).** There are 423.6 acres currently designated for MHD residential development within the existing General Plan. The GP Update would increase the amount of



designated MHD residential land uses by ~~24.7~~14.6 acres, resulting in a total of ~~448.3~~438.2 acres of MHD land use designations citywide.

**High Density (HD).** There are 531.9 acres currently designated for HD residential development within the existing General Plan. The GP Update would reduce the amount of designated HD residential land uses by ~~13.7~~26.1 acres, resulting in ~~518.2~~505.8 acres of HD land uses under the proposed GP Update.

### Page 3-10

**Commercial-Neighborhood Commercial (CN).** There are 291.5 acres currently designated for CN development within the existing General Plan. The GP Update would reduce the amount of designated CN land uses by ~~119~~111.6 acres, resulting in ~~179~~179.9 acres of CN land uses under the proposed GP Update.

**Commercial Office (CO).** There are 63.5 acres currently designated for CO development within the existing General Plan. The GP Update would reduce the amount of designated CO land uses by ~~7.2~~6 acres, resulting in ~~56.3~~55.9 acres of CO land uses under the proposed GP Update.

**General Commercial (GC).** There are 691.9 acres currently designated for GC development within the existing General Plan. The GP Update would reduce the amount of designated GC land uses by ~~225~~1 acres, resulting in ~~467.8~~466.8 acres of GC land uses under the proposed GP Update.

**Mixed Use (MU).** MU would be a new land use designation applied to ~~392~~69.1 acres within Vista.

### Page 3-11

**Industrial General (IG).** The 224.3 acres of IG land uses under the current General Plan would continue to be designated IG by the proposed GP Update. The IG land use would include ~~221~~ acres of general manufacturing with moderate nuisance characteristics (i.e., noise, smoke, dust, odor, or glare) and heavy manufacturing, which may create greater nuisance characteristics.

### Page 3-12

**Civic Activity (CA).** There are 391.4 acres currently designated for CA development within the existing General Plan. The GP Update would reduce the amount of designated CA land uses by ~~18~~17.2 acres, resulting in ~~373~~374.2 acres of CA land uses under the GP Update.

**Open Space (OS).** The OS land use designation would replace ~~481.9~~616.1 acres of the current planned OP land use designation to preserve, in its natural state, land in the vicinity of the unchanneled portion of Buena Vista Creek, other bodies of water, undeveloped flood plains, areas of seismic activity, areas of unstable soil, areas of unique geologic formation, areas of geologic hazard, and other areas of interest in order to protect the health, safety, and aesthetic sense of the public and to preserve these areas undisturbed for future generations.

**Parks and Recreation (PR).** The PR land use designation would replace ~~764.4~~497.1 acres of the current planned OP land use designation to apply to public parks and recreation areas and facilities (such as city-owned and operated parks, Guajome Park, The Wave, etc.), private recreation areas and facilities (such as Shadowridge Golf Course and Country Club and Green Oak Ranch), and deed-restricted property or facilities in private development that are set aside for recreational purposes.

## Biological Resources

### Page 4.3-15

The North County MHCP is a comprehensive, multiple jurisdiction planning program under the state NCCP Act designed to create, manage, and monitor an ecosystem preserve in northwestern San Diego County. The overall objective of the North County MHCP is to conserve viable populations of native plant and animal species and their habitats in perpetuity. The North County MHCP subregion encompasses seven incorporated cities: Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Each is responsible for the preparation and implementation of a subarea plan that describes the specific policies that each will institute for the North County MHCP. The City of Vista signed an NCCP enrollment/planning agreement in 1992.

### Page 4.3-17

~~Threshold 6 does not apply to the proposed GP Update. The city is one of seven incorporated cities located within the adopted North County MHCP, which is a comprehensive habitat conservation planning document that focuses on the needs of area wildlife needs and preserving native vegetation communities. The city is in the process of preparing their Subarea Plan, which will address how the city will conserve natural vegetation communities and plant and animal species pursuant to ESA, CESA, and the NCCP Act of 1991. However, to date, this plan has not been approved or adopted. Therefore, future development under the GP Update would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Once the city's Subarea Plan is approved and adopted, all development within the Subarea Plan area will be required to comply with the provisions of the Subarea Plan. Therefore, no further analysis of this threshold is warranted.~~

### Page 4.3-20

- Avoidance of the breeding seasons for listed species such as:
  - Arroyo toad—March 15 to ~~July~~ September 30
  - Least Bell's vireo—March 15 to September ~~15~~ 30
  - Willow flycatcher (all subspecies)—March 15 to September ~~15~~ 30
  - Coastal California gnatcatcher—~~February~~ March 15 to ~~August~~ September 30

### Page 4.3-20

**M-BI-2: Bird Nest Avoidance.** If construction activities occur between January 15 and ~~August 31~~ September 15, a preconstruction survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors. The results of the surveys shall be submitted to the City (and made available to the Wildlife Agencies, upon request) prior to initiation of any construction activities.

If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer (e.g., 300 feet) from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions. The results of all biological monitoring shall be submitted to the City (and made available to the Wildlife Agencies, upon request). The

Wildlife Agencies are available for consultation regarding nesting status and appropriate buffers. Also, at no time is take of California Full Protected species permitted (Fish and Game Code §3511).

### Page 4.3-22

- Avoidance of the avian breeding seasons (e.g., January 15 to September 15) if riparian or other sensitive habitat supports breeding birds, or other special-status species.

### Page 4.3-25

- Plant species acceptable for the project's landscaping must not be considered an invasive species by the California Invasive Plant Council (<http://www.cal-ipc.org/ip/inventory/index.php>) or the San Diego Natural History Museum's San Diego County Invasive Species.

#### **4.3.4.4.5 Conflict with Adopted Habitat Conservation Plan**

**Threshold 5: Would implementation of the GP Update conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Less than Significant)**

##### **Impact Analysis**

The City of Vista signed an NCCP enrollment/planning agreement in 1992, which indicated the City's intention of adopting a subarea plan to achieve the biological conservation goals of the NCCP. Due to the absence of a permanent funding source, the City has not adopted a subarea plan; however, the City has included goals and policies to address the MHCP as the key tool to future conservation efforts within the City, including a Biological Preserve Overlay (BPO) to conserve the largely native areas of Agua Hedionda Creek. The BPO is included on the City's Land Use Plan (see Figure 2-1), which identifies biologically sensitive areas within the city that are targeted for conservation. Furthermore, goals and policies to establish buffers adjacent to jurisdictional areas are included in the RCS Element. With the adoption of the BPO and the inclusion of new goals and policies to implement the provisions of the regional MHCP, the GP Update would not result in a conflict with the provisions of any local, regional, or state habitat conservation plans and impacts would be less than significant.

##### **Significance Determination**

Impacts would be less than significant.

##### **Mitigation Measures**

No mitigation is required.

## **Cultural Resources**

### Page 4.5-25

**M-CR-1a:** Prior to the issuance of any construction permits, including but not limited to a grading permit, for any future development project proposed under the GP Update on an undeveloped parcel, the NAHC and local tribes shall be contacted and consulted by a Professional Archaeologist approved by the City. If the NAHC and/or local tribes indicate in a written response that the site of the proposed project may potentially contain Native American resources, a pedestrian survey (i.e.,

physical walk over) shall be conducted by a Professional Archaeologist and a local Native American monitor ~~approved by the City~~. Should the pedestrian survey identify Native American cultural resources, ~~the NAHC and local tribes shall be contacted and consulted and~~ the Professional Archeologist shall, in consultation with the Native American monitor, make an immediate written evaluation of the significance and appropriate treatment of the resource, including any avoidance measures, additional testing and evaluation, or data recovery plan. In addition, the Professional Archaeologist, in consultation with the Native American monitor, shall also include in the written determination whether the potential presence of subsurface resources requires archaeological and/or Native American monitoring during site grading or other ground disturbing activities. If construction monitoring is required, Mitigation Measure **M-CR-1b** shall be implemented.

## Transportation and Circulation

### Page 4.11-12

#### 4.11.3.3.1 ~~2006-2010~~ Regional Transportation Improvement Program

The Regional Transportation Improvement Program, adopted on ~~August 4, 2006~~ December 14, 2010, is a multi-year program of major highway, arterial, transit, and bikeway projects. The program is 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. It also incrementally implements the latest update to the RTP. The program covers fiscal years ~~2007 to 2011~~ to 2015 and includes an air quality emissions analysis for all regionally significant projects that increase the transportation system capacity, regardless of funding sources.

**Pages 4.11-16, 17, and 18**

**Table 4.11-7. 2030 Daily Roadway Segment Levels of Service with GP Update (2030)**

| Segment             | Location                                 | Classification   | # Lanes | LOS E Capacity | ADT <sup>1,3</sup>                 | LOS <sup>3</sup> | Change in V/C          | Impact? |
|---------------------|--|------------------|---------|----------------|------------------------------------|------------------|------------------------|---------|
| S. Melrose Drive    | Park Center Drive to Sycamore Avenue     | Primary Arterial | 6 D     | 60,000         | <del>45,300</del><br><u>45,800</u> | C                | -<br><u>0.3430.351</u> | N       |
|                     | Sycamore Avenue to Shadowridge Drive     | Primary Arterial | 6 D     | 60,000         | <del>24,400</del><br><u>25,300</u> | A                | -<br><u>0.0120.027</u> | N       |
|                     | Shadowridge Drive to Sunset Drive        | Primary Arterial |         | 60,000         | <del>33,600</del><br><u>38,600</u> | A                | -<br><u>0.1040.187</u> | N       |
|                     | Sunset Drive to SR-78 EB Off-Ramp        | Urban Major      | 6 D     | 50,000         | <del>34,500</del><br><u>39,200</u> | B                | <u>0.0780.016</u>      | N       |
| N. Melrose Drive    | SR-78 EB Off-Ramp to Olive Avenue        | Urban Major      | 6 D     | 50,000         | 37,700                             | C                | -0.145                 | N       |
|                     | Olive Avenue to W. Bobier Drive          | Urban Major      | 6 D     | 50,000         | 38,400                             | C                | -0.047                 | N       |
| Sycamore Avenue     | S. Melrose Drive to Business Park Drive  | Primary Arterial | 6 D     | 60,000         | <del>46,200</del><br><u>46,600</u> | C                | -<br><u>0.3720.379</u> | N       |
|                     | Business Park Drive to La Mirada Drive   | Primary Arterial | 6D      | 60,000         | <del>39,000</del><br><u>39,400</u> | B                | -<br><u>0.1520.159</u> | N       |
|                     | La Mirada Drive to Shadowridge Drive     | Primary Arterial | 6D      | 60,000         | <del>39,500</del><br><u>40,100</u> | B                | -<br><u>0.0960.106</u> | N       |
|                     | Shadowridge Drive to SR-78 EB Ramps      | Primary Arterial | 6 D     | 60,000         | <del>47,600</del><br><u>50,100</u> | C                | -<br><u>0.0140.056</u> | N       |
| Vista Village Drive | W. Vista Way to N. Santa Fe Avenue       | Urban Major      | 6 D     | 50,000         | 39,200                             | C                | -0.157                 | N       |
|                     | N. Santa Fe Avenue to Civic Center Drive | Urban Major      | 6 D     | 50,000         | 24,100                             | A                | -0.465                 | N       |
| E. Vista Way        | Civic Center Drive to Vale Terrace Drive | Urban Major      | 6 D     | 50,000         | 44,300                             | D                | -0.872                 | N       |
|                     | Vale Terrace Drive to E. Bobier Drive    | Urban Major      | 6 D     | 50,000         | 28,000                             | A                | -0.782                 | N       |
|                     | North of E. Bobier Drive                 | Major Arterial   | 4 D     | 40,000         | 31,200                             | C                | -0.409                 | N       |
| W. Vista Way        | Emerald Drive to N. Melrose Drive        | Collector        | 4       | 25,000         | 16,100                             | B                | -1.020                 | N       |
|                     | N. Melrose Drive to Vista Village Drive  | Primary Arterial | 6 D     | 60,000         | 17,000                             | A                | -0.049                 | N       |
| Bobier Drive        | N. Melrose Drive to N. Santa Fe Avenue   | Major Arterial   | 4 D     | 40,000         | 28,400                             | C                | -0.107                 | N       |

| Segment                               | Location                                    | Classification        | # Lanes     | LOS E Capacity      | ADT <sup>1,3</sup>                 | LOS <sup>3</sup> | Change in V/C                              | Impact?  |
|---------------------------------------|---|-----------------------|-------------|---------------------|------------------------------------|------------------|--|----------|
|                                       | N. Santa Fe Avenue to E. Vista Way          | Major Arterial        | 4 D         | 40,000              | 21,600                             | A                | -0.081                                     | N        |
| N. Santa Fe Avenue                    | Bobier Drive to Vista Village Drive         | Major Arterial        | 4 D         | 40,000              | 25,600                             | B                | -0.009                                     | N        |
| S. Santa Fe Avenue                    | Vista Village Drive to Civic Center Drive   | Major Arterial        | 4 D         | <del>2540,000</del> | 32,900                             | D                | -0.033                                     | N        |
| <u>Branding Iron Drive</u>            | <u>Melrose Avenue to Crestview Road</u>     | <u>Major Arterial</u> | <u>4D</u>   | <u>40,000</u>       | <u>13,900</u>                      | <u>C</u>         | <u>N/A<sup>5</sup></u>                     | <u>N</u> |
| <del>Sunset Avenue</del>              | Crestview Road to SR-78 WB Ramps            | Major Arterial        | 4 D         | 40,000              | <del>28,100</del><br><u>32,006</u> | C                | <del>N/A<sup>5</sup></del><br><u>0.134</u> | N        |
| <b>Civic Center Drive<sup>4</sup></b> | <b>SR-78 WB Ramps to S. Santa Fe Avenue</b> | <b>Urban Major</b>    | <b>6 D</b>  | <b>50,000</b>       | <b>47,200</b>                      | <b>E</b>         | <b>-0.306</b>                              | <b>Y</b> |
|                                       | <b>S. Santa Fe Avenue to E. Vista Way</b>   | <b>Major Arterial</b> | <b>4 D</b>  | <b>40,000</b>       | <b>36,100</b>                      | <b>E</b>         | <b>-0.158157</b>                           | <b>Y</b> |
| Hacienda Drive                        | Emerald Drive to S. Melrose Drive           | Collector             | 4 UD        | 25,000              | 9,900                              | A                | -0.218                                     | N        |
|                                       | S. Melrose Drive to Vista Village Drive     | Collector             | 4 UD        | 25,000              | <del>18,900</del><br><u>19,200</u> | C                | -<br><u>0.0350.047</u>                     | N        |
| <b>Emerald Drive</b>                  | <b>Olive Avenue to West Drive</b>           | <b>Collector</b>      | <b>4 UD</b> | <b>25,000</b>       | <b>24,500</b>                      | <b>E</b>         | <b>-0.180</b>                              | <b>Y</b> |
|                                       | West Drive to Hacienda Drive                | Major Arterial        | 4 D         | 40,000              | 30,600                             | C                | -0.330                                     | N        |
| Business Park Drive                   | Sycamore Avenue to Park Center Drive        | Collector             | 4 UD        | 25,000              | 20,500                             | D                | -0.396                                     | N        |
|                                       | Park Center Drive to Poinsettia Avenue      | Collector             | 4 UD        | 25,000              | 18,000                             | C                | -0.321                                     | N        |
|                                       | Poinsettia Avenue to Palomar Airport Road   | Collector             | 4 UD        | 25,000              | 21,900                             | D                | -0.329                                     | N        |
| La Mirada Drive                       | Sycamore Avenue to Poinsettia Avenue        | Collector             | 2 UD        | 15,000              | <del>12,500</del><br><u>12,700</u> | D                | <del>0.240</del><br><u>0.226</u>           | N        |
| Shadowridge Drive                     | S. Melrose Drive to Sycamore Avenue         | Collector             | 4 UD        | 25,000              | <del>10,900</del><br><u>12,800</u> | A                | <del>-0.188</del><br><u>-0.112</u>         | N        |
| Sunset Drive                          | S. Melrose Drive to Buena Vista Drive       | Semi-Rural            | 2           | 7,100               | <del>1,960</del><br><u>2,600</u>   | A                | <del>-0.261</del><br><u>-0.213</u>         | N        |
|                                       | Buena Vista Drive to Civic Center Drive     | Semi-Rural            | 2           | 7,100               | <del>2,600</del><br><u>2,600</u>   | A                | <del>-0.494</del><br><u>-0.213</u>         | N        |
| Thibodo Road                          | Mar Vista Drive to Chaparral Drive          | Collector             | 2           | 15,000              | <del>7,420</del><br><u>9,000</u>   | A                | <del>-4.104</del><br><u>-0.203</u>         | N        |
|                                       | Chaparral Drive to Sycamore Avenue          | Collector             | 2           | 15,000              | 9,000                              | A                | -0.038                                     | N        |
| Olive Avenue                          | Emerald Drive to N. Melrose Drive           | Collector             | 4           | 25,000              | 13,900                             | A                | -0.065                                     | N        |
|                                       | N. Melrose Drive to Plymouth Drive          | Collector             | 4           | <del>245,000</del>  | 18,700                             | C                | -0.291                                     | N        |
|                                       | Plymouth Drive to Vista Village Drive       | Collector             | 2           | 15,000              | 10,900                             | C                | -0.114                                     | N        |
| Monte Vista Drive                     | S. Santa Fe Avenue to Cypress Road          | Collector             | 2           | 15,000              | 13,500                             | D                | -0.058                                     | N        |
|                                       | Cypress Road to York Drive                  | Collector             | 2           | 15,000              | 6,300                              | A                | -0.317                                     | N        |

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| Segment | Location | Classification | # Lanes | LOS E<br>Capacity | ADT <sup>1,3</sup> | LOS <sup>3</sup> | Change in<br>V/C | Impact? |
|---------|----------|----------------|---------|-------------------|--------------------|------------------|------------------|---------|
|---------|----------|----------------|---------|-------------------|--------------------|------------------|------------------|---------|

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<sup>1</sup>ADT: Average Daily Traffic  
<sup>2</sup>TWLT: Two-Way Left-Turn Lane  
<sup>3</sup>Deficient operating conditions showed in **boldface**.  
<sup>4</sup>Civic Center Drive formerly Escondido Avenue.  
<sup>5</sup>The Branding Iron segments do not exist in the existing condition but are included as a planned roadway improvement in the GP Update.  
Source: RBF Consulting 2010.

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### Page 4.11-28

Expansion of the SPRINTER light-rail service is considered a high priority project by NCTD and is included in the RTP by SANDAG. Furthermore, the Draft 2050 RTP also includes an express SPRINTER service as an improvement.

## Utilities and Service Systems

### Page 4.12-32

Prior to the installation of new lines or substations and during development review, city and SDG&E staff would coordinate with the developer to ensure that installation of electrical distribution and transmission infrastructure, including adequate ROWs, easements, and improvements, would be provided. Furthermore, future discretionary development proposals would be subject to CEQA review. Therefore, impacts related to electrical supplies would be less than significant.

### Natural Gas

The city coordinates with SDG&E when new development is proposed to ensure adequate ROWs and easements are established. Natural gas supply and infrastructure are well-established in the project area. SDG&E planners would determine individual future project needs and assess development fees for upgrading facilities related to both distribution and transmission infrastructure. Detailed land use and development data such as proposed loads, panel sizes, the size and number of buildings, the use, the number of dwelling units, the sequence of construction, and projected build-out are all essential factors in assessing the energy needs of the GP Update. SDG&E anticipates needs at least five years out and responds to immediate needs as appropriate. SDG&E will extend facilities to the project area in accordance with "Rules for the Sale of Gas," filed with the CPUC, in accordance with state Safety Orders (SDG&E 2006). Therefore, impacts related to natural gas supplies would be less than significant.

## Alternatives

### Page 6-3

**Table 6-1. Alternatives to the General Plan 2030 Update – Analysis Summary**

| Issue Areas and Significance Thresholds | General Plan 2030 Update |                  | Alternatives |                 |        |
|---|--------------------------|------------------|--------------|-----------------|--------|
|   | Before Mitigation        | After Mitigation | No Project   | Reduced Density | No OAs |
| <b>4.1 Aesthetics</b>                   |                          |                  |              |                 |        |
| Scenic Vistas                           | LS                       | LS               | =            | =               | =      |
| State Scenic Highway                    | LS                       | LS               | =            | =               | =      |
| Visual Character or Quality             | LS                       | LS               | +≡           | =               | =      |
| Light or Glare                          | LS                       | LS               | -            | -               | -      |



**Page 6-4**

**Table 6-1. Alternatives to the General Plan 2030 Update – Analysis Summary**

| Issue Areas and Significance Thresholds                                    | General Plan 2030 Update |                  | Alternatives |                 |        |
|--|--------------------------|------------------|--------------|-----------------|--------|
|  | Before Mitigation        | After Mitigation | No Project   | Reduced Density | No OAs |
| <b>4.9 Noise and Vibration</b>   |                          |                  |              |                 |        |
| Local Noise Standards, Ambient Noise Levels, and Temporary Noise Increases | <del>LS</del> SPS        | LS               | =            | =               | =      |
| Groundborne Vibrations   | LS                       | LS               | =            | =               | =      |
| Airport Noise  | LS                       | LS               | =            | =               | =      |

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## Mitigation Monitoring and Reporting Program for the GP Update

| Mitigation Measures   | Timing and Methods   | Responsible Parties   |
|---|--|---|
| <b>AIR QUALITY</b>  |  |   |
| <p><b>M-AQ-1a: Construction Dust Control Measures.</b> Future developments shall undergo development review, including CEQA review, and shall evaluate project-specific impacts. Future construction activities shall be required to adhere to SDAPCD Rules and Regulations. These rules include, but are not limited to, rules pertaining to visible emissions (Rule 50), limiting nuisance activities (Rule 51), reducing particulate matter (Rule 52), controlling dust and fumes (Rules 54), fugitive dust control (Rule 55), and limits to the VOC content of architectural coatings (Rule 67). Depending on the magnitude of emissions from construction activities, the city may also require measures to reduce or limit exhaust emissions.</p> <p>For ground disturbance activities for any future development in the city, the onsite construction superintendent shall ensure implementation of standard BMPs to reduce the emission of fugitive dust, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions.</li> <li>• On windy days or when fugitive dust can be observed leaving the construction site, apply additional water at a frequency to be determined by the onsite construction superintendent.</li> <li>• Provide temporary hydroseeding and irrigation of cleared vegetation and on graded slopes as soon as possible following grading activities in areas that will remain in disturbed condition (but that will not be subject to further construction activities) for a period greater than three months during the construction phase.</li> <li>• Pave or periodically water all onsite access points or apply chemical stabilizers to construction sites.</li> <li>• Securely cover all transported material to prevent fugitive dust.</li> <li>• Operate all vehicles on the construction site at speeds less than 15 mph.</li> </ul> | <p><b>Timing:</b> Prior to the issuance of a discretionary permit, if the development review identifies construction emissions that exceed SCAQMD mass emission thresholds.</p> <p><b>Method:</b> Implementing measures to reduce fugitive dust emissions.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures   | Timing and Methods  | Responsible Parties  |
|---|---|--|
| <ul style="list-style-type: none"> <li>Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the onsite construction superintendent, or spray them with a non-toxic chemical stabilizer.</li> </ul>   | <p><b>Timing:</b> Prior to the issuance of a discretionary permit, if the development review identifies construction emissions that exceed SCAQMD mass emission thresholds.</p>                         | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p>   |
| <p><b>M-AQ-1b: Construction Exhaust Control Measures.</b> The following measures shall be implemented throughout construction to minimize emissions of O<sub>3</sub> precursors:</p> <ul style="list-style-type: none"> <li>Turn off all diesel-powered vehicles and gasoline-powered equipment when not in use for more than five minutes.</li> <li>Use electric or natural gas-powered construction equipment in lieu of gasoline or diesel-powered engines, where feasible.</li> <li>Use modified equipment incorporating such measures as cooled exhaust gas recirculation or lean-NOX catalysts.</li> <li>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.</li> </ul> | <p><b>Method:</b> Implementing measures to reduce ozone precursors (ROG and NO<sub>x</sub>) and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>) associated with construction equipment exhaust.</p> | <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> |
| <p><b>M-AQ-1c: Construction Architectural Coating Measures.</b> The following measures shall be used to minimize emissions of VOCs (an O<sub>3</sub> precursor) and ensure compliance with SDAPCD Rule 67:</p> <ul style="list-style-type: none"> <li>Use VOC-free coatings.</li> <li>Limit volume usage per day verified with detailed record keeping.</li> <li>Rent or purchase VOC Emission Reduction Credits.</li> </ul>  | <p><b>Timing:</b> Prior to the issuance of a discretionary permit, if the development review identifies construction emissions that exceed SCAQMD mass emission thresholds.</p>                         | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p>   |
|   | <p><b>Method:</b> Implementing measures to reduce ozone precursors (ROG) from architectural coatings.</p>   | <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> |
|   |   | <p><b>Verification:</b> The City of Vista</p>  |

| Mitigation Measures  | Timing and Methods  | Responsible Parties   |
|--|---|---|
| <p><b>M-AQ-3: Building Design Measures.</b> Building design measures to reduce the effects of TACs on any proposed new sensitive land uses constructed within proximity (i.e., within 500 feet) of busy roadways (e.g., SR-78) shall include the following:</p> <ul style="list-style-type: none"> <li>• Plant vegetation between receptor and roadway.</li> <li>• Construct wall barriers between receptor and roadway.</li> <li>• Install only fixed windows.</li> <li>• Install a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency particulate air (HEPA) filters (MERV-13 or higher), and develop a maintenance plan to ensure the filtering system is properly maintained.</li> <li>• Locate air intake systems for HVAC systems as far away from the existing air pollution sources as possible.</li> </ul>  | <p><b>Timing:</b> Prior to the issuance of a discretionary permit, if the development review process identifies potential health risk associated with siting sensitive land uses near existing pollutant sources.</p> <p><b>Method:</b> Develop and implement avoidance or minimization measures.</p>   | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <b>BIOLOGICAL RESOURCES</b>  |   |   |
| <p><b>M-BI-1: Habitat Assessment and Focused Surveys for Special-Status Species.</b> Prior to the issuance of any grading, building, or other construction permit for undeveloped parcels in the project area, a habitat assessment shall be conducted for the parcel to determine whether the potential exists for special-status species to occur. If the habitat assessment identifies potentially suitable habitat for threatened and endangered species, focused surveys shall be conducted by a qualified biologist to determine their presence or absence.</p> <p>If threatened and endangered species are observed/detected, project-specific mitigation measures shall be developed to mitigate impacts on threatened and endangered species to below a level of significance. Specific measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Early consultation with the wildlife agencies (i.e., USFWS, CDFG) for ESA- and CESA-listed species to ensure avoidance to the greatest extent feasible and appropriate “take” authorization.</li> <li>• Provision of a qualified biological monitor on site during all earth-disturbing activities to ensure avoidance of impacts on listed species.</li> <li>• The use of fencing or flagging to identify sensitive areas that support the listed species and to ensure that the areas are protected from direct and indirect impacts.</li> </ul> | <p><b>Timing:</b> Prior to the issuance of any grading, building, or other construction permit for undeveloped parcels in the city.</p> <p><b>Methods:</b> Require the preparation of a special-status species habitat assessment to determine the potential to occur. Require focused surveys if potentially suitable habitat is identified. Require specific measures listed in the habitat assessment.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures   | Timing and Methods  | Responsible Parties  |
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| <ul style="list-style-type: none"> <li>• Implementation of noise reduction measures (e.g., noise attenuation structures) within habitats occupied by listed avian species, and noise monitoring during the breeding season.</li> <li>• Identification and transplantation of listed plant species populations in accordance with best practices.</li> <li>• Avoidance of the breeding seasons for listed species such as:                             <ul style="list-style-type: none"> <li>◦ Arroyo toad—March 1 to September 30</li> <li>◦ Least Bell’s vireo—March 1 to September 30</li> <li>◦ Willow flycatcher (all subspecies)—March 1 to September 30</li> <li>◦ Coastal California gnatcatcher—March 1 to September 30</li> </ul> </li> </ul> <p>If no threatened or endangered species are observed or detected during focused surveys, but potentially suitable habitat for non-threatened and non-endangered plant or wildlife species is present, a site-specific determination shall be made as to whether the potential impacts are significant based on the degree of threat and the size of the population/occupied habitat to be impacted. Focused surveys may be required in order to make a significance determination, depending on the species to be impacted and the size of the project. The measures described above shall be employed as appropriate.</p> <p><b>M-BI-2: Bird Nest Avoidance.</b> If construction activities occur between January 15 and September 15, a preconstruction survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors. The results of the surveys shall be submitted to the City (and made available to the Wildlife Agencies, upon request) prior to initiation of any construction activities.</p> <p>If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer (e.g., 300-feet) from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions. The results of all biological monitoring shall be submitted to the City (and made available to the Wildlife Agencies, upon request). The Wildlife Agencies are available for consultation regarding nesting</p> | <p><b>Timing:</b> If construction activity would occur between January 15 and September 15, then prior to any construction activities.</p> <p><b>Methods:</b> Require a preconstruction survey within seven (7) days prior to construction activities to determine if active nests are present.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent, and the City of Vista</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures   | Timing and Methods   | Responsible Parties  |
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| <p>status and appropriate buffers. Also, at no time is take of California Full Protected species permitted (Fish and Game Code §3511).</p> <p><b>M-BI-3: Habitat Assessment/Biology Report.</b> Prior to the initiation of future development projects within the project area, a habitat assessment shall be conducted when warranted in areas undisturbed by prior development to determine whether sensitive natural communities (including riparian vegetation) are present. If the habitat assessment identifies sensitive natural communities, a biological report shall be prepared to address impacts on sensitive natural communities resulting from the proposed future project. The report shall identify mitigation measures to reduce all significant impacts to below a level of significance. Mitigation measures shall include, as determined appropriate by a qualified biologist in consultation with the wildlife agencies:</p> <ul style="list-style-type: none"> <li>• Early consultation with the wildlife agencies to ensure maximum avoidance of sensitive habitats, as feasible.</li> <li>• Provision of a qualified biological monitor on site during all earth-disturbing activities to ensure avoidance of sensitive habitats.</li> <li>• The use of fencing or flagging to identify and avoid sensitive areas and to ensure that the areas are protected from direct and indirect impacts.</li> <li>• Appropriate siting of staging areas within developed or disturbed areas, ensuring such areas are outside of existing sensitive habitats.</li> <li>• Avoidance of the avian breeding seasons if riparian or other sensitive habitat supports breeding birds, or other special-status species.</li> <li>• Provision of mitigation at a minimum of a 1:1 ratio to ensure no net loss of sensitive habitat. Consultation with the wildlife agencies or professional best practices may result in higher ratios.</li> </ul> <p><b>M-BI-4: Formal Wetland Delineation.</b> If the habitat assessment identifies potential federal and/or state jurisdictional wetlands, a formal jurisdictional delineation shall be prepared. This document shall map the jurisdictional wetlands present and overlay it on the grading footprint of the project, thereby allowing a calculation of the total impacts. If jurisdictional wetlands would be impacted, mitigation</p> | <p><b>Timing:</b> Prior to the issuance of the discretionary permit.</p> <p><b>Methods:</b> Require a habitat assessment to identify sensitive natural habitat. If present and the project would have a potential impact on the habitat, require a biological report with mitigation.</p> <p><b>Timing:</b> Prior to the issuance of the discretionary permit and if a habitat assessment identified potential federal and/or state jurisdictional wetlands.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent, and the City of Vista</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> <p><b>Implementation:</b> Applicant, Developer, or Project Proponent, and the City of Vista</p> |

| Mitigation Measures  | Timing and Methods  | Responsible Parties  |
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| <p>shall be required at a minimum 1:1 ratio; however, coordination with USACE (through the 404 process) and CDFG (through the Section 1602 Streambed Alteration Agreement process) may determine a higher ratio is required. Mitigation shall be achieved through a combination of in-kind creation, restoration, and/or enhancement as determined to be appropriate for each site through consultation with the resource agencies. Mitigation shall first be considered on site, then with an approved mitigation bank, and thirdly through offsite mitigation. The appropriate permit applications shall be submitted to state and federal regulatory agencies. The permits issued by these agencies will finalize the mitigation requirements.</p>  | <p><b>Methods:</b> Require a formal wetland delineation to identify the location of the jurisdictional wetland. If present and the project would have a potential impact on a jurisdictional, require mitigation at a minimum 1:1 ratio and coordinate with the USACE and CDFG.</p> | <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p>   |
| <p><b>M-BI-5: Avoidance and Minimization Measures for Continued Wildlife Movement.</b> If the habitat assessment described in Mitigation Measure M-BI-3 identifies that a specific development project will interfere substantially with wildlife movement or established wildlife corridors, avoidance and minimization measures shall be developed that ensure the continued movement of wildlife through a specific corridor or area. Measures shall be specific to each project and be determined by a qualified biologist during project design; however, the following minimization measures shall be incorporated where appropriate, as determined by a qualified biologist:</p> <ul style="list-style-type: none"> <li>• Project design shall be sensitive to wildlife movement and, if a corridor is determined to be located on site, the project shall be designed to avoid segmentation of the corridor and the continued viability of the corridor.</li> <li>• Street lighting shall be designed such that it does not increase the overall ambient lighting and glare in the natural area. This may be accomplished by designing street lighting with internal baffles to direct the lighting towards the ground and so there is a zero side angle cut off to the horizon.</li> <li>• Potential noise, motion, and human intrusion impacts shall be minimized by incorporating setbacks, berms, or walls into the project design. Construction-related noise shall be mitigated consistent with the city’s Noise Ordinances by limiting construction activities to daytime hours and requiring construction equipment to be equipped with mufflers.</li> <li>• Plant species acceptable for the project’s landscaping must not be</li> </ul> | <p><b>Timing:</b> Prior to the issuance of the discretionary permit and if a habitat assessment identified potential impacts to wildlife corridors.</p> <p><b>Methods:</b> Require avoidance and minimization measures, where appropriate.</p>                                      | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent, and the City of Vista</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |



| Mitigation Measures   | Timing and Methods   | Responsible Parties   |
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| <p>considered an invasive species by the California Invasive Plant Council (<a href="http://www.cal-ipc.org/ip/inventory/index.php">http://www.cal-ipc.org/ip/inventory/index.php</a>).</p> <ul style="list-style-type: none"> <li>When culverts are included in a project design within areas known to be used as wildlife crossings, they shall be placed in locations suitable for use by wildlife and shall be sized and shaped such as to facilitate wildlife movement through the culvert.</li> </ul>   |  |   |
| <b>CLIMATE CHANGE</b>   |  |   |
| <p><b>M-CC-1: CAP Implementation.</b> In compliance with RSC Policy 2.1, the city shall implement a quantified CAP within 24 months of adoption of the General Plan. The CAP shall apply the discussions in the EIR under “Considerations for Implementing the Climate Action Plan” discussed under Section 4.4.4.4.1. At a minimum, the CAP shall:</p> <ul style="list-style-type: none"> <li>Identify a quantifiable GHG emissions reduction target on projected 2020 BAU emissions in the city using currently accepted methods.</li> <li>Identify and prioritize potential reduction measures and policies to achieve the city’s GHG emissions target, and quantitatively and qualitatively analyze the reduction potential and implementation costs of selected measures to a level that is 15 percent below recent (2005) levels by 2020.</li> <li>Identify proactive strategies that can be implemented to prepare for potential impacts of climate change on Vista’s economy, natural ecosystems, and community health.</li> <li>Identify an achievable implementation schedule, establish a monitoring system, and identify funding sources for implementation of the CAP through 2020.</li> </ul> | <p><b>Timing:</b> Within 24 months of adoption of the GP Update.</p> <p><b>Methods:</b> Implement a Climate Action Plan to reduce City of Vista emissions by 15% of 2006 levels by 2020.</p> | <p><b>Implementation:</b> The City of Vista</p> <p><b>Monitoring and Reporting:</b> The City of Vista</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures  | Timing and Methods  | Responsible Parties   |
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| <b>CULTURAL RESOURCES</b>  |   |   |
| <p><b>M-CR-1a:</b> Prior to the issuance of any construction permits, including but not limited to a grading permit, for any future development project proposed under the GP Update, the NAHC and local tribes shall be contacted and consulted by a Professional Archaeologist approved by the City. If the NAHC and/or local tribes indicate in a written response that the site of the proposed project may potentially contain Native American resources, a pedestrian survey (i.e., physical walk over) shall be conducted by a Professional Archaeologist and a local Native American monitor. Should the pedestrian survey identify Native American cultural resources, the Professional Archeologist shall, in consultation with the Native American monitor, make an immediate written evaluation of the significance and appropriate treatment of the resource, including any avoidance measures, additional testing and evaluation, or data recovery plan. In addition, the Professional Archaeologist, in consultation with the Native American monitor, shall also include in the written determination whether the potential presence of subsurface resources requires archaeological and/or Native American monitoring during site grading or other ground disturbing activities. If construction monitoring is required, Mitigation Measure M-CR-1b shall be implemented.</p> | <p><b>Timing:</b> Prior to the approval of the construction permits (e.g., building, grading, etc.).</p> <p><b>Methods:</b> Require pedestrian survey of any area with a potential for cultural resources by a Professional Archaeologist. If resources are discovered, require consultation with the NAHC and local tribes, a records search, and the preparation of written evaluation.</p>   | <p><b>Implementation:</b><br/>Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <p><b>M-CR-1b:</b> Prior to the issuance of any grading and/or excavation permit for any future development project within the GP Update area 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 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 and/or excavation activities.</p>  | <p><b>Timing:</b> Prior to the issuance of any grading and/or excavation permit on a parcel with a potential to contain subsurface cultural resources.</p> <p><b>Methods:</b> Require the retention of a City-approved Professional Archaeologist and Native American monitor during construction activities and determine if additional evaluation and mitigation would be required. Require the preparation of a post-construction monitoring report once grading and/or excavation activities are completed.</p> | <p><b>Implementation:</b><br/>Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures   | Timing and Methods   | Responsible Parties   |
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| <p><b>M-CR-2: Paleontological Monitoring.</b> Monitoring during construction grading or trenching shall be required for projects that would excavate to a depth of ten feet or more, or that propose a total cut amount of 1,000 cubic yards or more. Prior to the issuance of any grading and/or excavation permit, the project applicant must provide written proof to the City Planner that a Professional Paleontologist has been retained to observe all earth-disturbing activities. All fossil materials recovered during mitigation monitoring shall be cleaned, identified, cataloged, and analyzed in accordance with standard professional practices. The results of the field work and laboratory analysis shall be submitted in a technical report and the entire collection transferred to an approved facility.</p>  | <p><b>Timing:</b> Prior to the issuance of any grading or excavation permit for activities that would excavate at least 10 feet in depth or cut 1,000 cubic yards or more.</p> <p><b>Methods:</b> Provide written proof to the City Planner that a Professional Paleontologist has been retained to observe all earth-disturbing activities.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <b>NOISE AND VIBRATION</b>  |  |   |
| <p><b>M-N-1: Construction Noise Reduction.</b> Construction noise is unavoidable and could adversely affect nearby residents. However, the noise would be temporary and limited to the duration of the construction. The following measures shall be incorporated into project contract specifications to minimize construction noise impacts:</p> <p><b>M-N-1a: Noise-Reducing Features.</b> All noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers; air-inlet silencers where appropriate; and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders and air compressors) shall be equipped with shrouds and noise-control features that are readily available for that type of equipment.</p> <p><b>M-N-1b: Use of Electrical Equipment.</b> Electrically powered equipment shall be used instead of pneumatic or internal-combustion powered equipment, where feasible.</p> <p><b>M-N-1c: Location of Equipment and Support Areas.</b> Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.</p> <p><b>M-N-1d: Speed Limits.</b> Construction site and access road speed</p> | <p><b>Timing:</b> Prior to the issuance of any grading or construction permit.</p> <p><b>Methods:</b> Adhere to noise-reducing measures during construction activities.</p>  | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |

| Mitigation Measures   | Timing and Methods   | Responsible Parties   |
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| <p>limits shall be established and enforced during the construction period.</p> <p><b>M-N-1e: Signal Limits.</b> The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.</p> <p><b>M-N-1f: Use of Audio Equipment.</b> No project-related public address or music system shall be audible at any adjacent receptor.</p> <p><b>M-N-1g: Resolution of Complaints.</b> The onsite construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the owner shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.</p> |  |   |
| <b>PUBLIC SERVICES AND RECREATION</b>   |  |   |
| <p><b>M-PS-1a: Fair Share Fund for Police Protection.</b> Within three years following the GP Update approval, the city and SDCSD shall develop a program to require a development impact fee or other method to ensure that, in the development process for future projects under the GP Update, project applicants would contribute their fair share in order for SDCSD to provide adequate staffing levels and facilities within the city.</p>   | <p><b>Timing:</b> Within 3 years of adoption of the GP Update.</p> <p><b>Methods:</b> Develop a program to require development impact fees or a similar method to contribute a fair share contribution to provide adequate SDCSD service levels.</p> | <p><b>Implementation:</b> The City of Vista</p> <p><b>Monitoring and Reporting:</b> The City of Vista</p>   |
| <p><b>M-PS-1b: Fair Share Payment for Police Protection.</b> Prior to issuance of a Certificate of Occupancy for any future project, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to 15 new sworn officers to the SDCSD to adequately serve the city. The fee amount shall be in accordance with the program established under Mitigation Measure M-PS-1a.</p>   | <p><b>Timing:</b> Prior to the issuance of a Certificate of Occupancy.</p> <p><b>Methods:</b> Require a fair share contribution to the SDCSD in accordance with the development impact fee program established under Mitigation Measure M-PS-1a.</p> | <p><b>Verification:</b> The City of Vista</p> <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> |
|   |  | <p><b>Verification:</b> The City of Vista</p>   |

| Mitigation Measures  | Timing and Methods  | Responsible Parties   |
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| <p><b>M-PS-2: VUSD Fees.</b> All future projects under the GP Update would be required to pay statutory fees for public school services. Project applicants shall contact the VUSD to determine the current and appropriate statutory fee for each future project proposed in the project area.</p>  | <p><b>Timing:</b> Prior to the issuance of a Certificate of Occupancy.</p> <p><b>Methods:</b> Require a fair share contribution to the VUSD in accordance with the current and appropriate statutory fee established by the VUSD.</p>   | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <b>TRANSPORTATION AND CIRCULATION</b>  |   |   |
| <p><b>M-TR-1: Emerald Drive/Olive Avenue.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Emerald Drive and Olive Avenue, the project applicant shall pay a fair share contribution toward the implementation of an eastbound right-turn overlap phase.</p>    | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Emerald Drive and Olive Avenue.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Emerald Drive/Olive Avenue.</p>         | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <p><b>M-TR-2: Emerald Drive/Hacienda Drive.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Emerald Drive and Hacienda Drive, the project applicant shall pay a fair share contribution toward the implementation of a westbound right-turn overlap phase.</p> | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Emerald Drive and Hacienda Drive.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Emerald Drive and Hacienda Drive.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project</p>   |

| Mitigation Measures   | Timing and Methods  | Responsible Parties  |
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| <p><b>M-TR-3: North Melrose Drive/Olive Avenue.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of North Melrose Drive and Olive Avenue, the project applicant shall pay a fair share contribution toward the following intersection improvements: the conversion of the westbound shared through right-turn lane to a dedicated right-turn lane, the implementation of a right-turn overlap phase, and restriping to provide a second northbound left-turn lane and second southbound left-turn lane.</p> | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of North Melrose Drive and Olive Avenue.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of North Melrose Drive and Olive Avenue.</p>         | <p>Proponent</p> <p><b>Verification:</b> The City of Vista</p> <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <p><b>M-TR-4: Civic Center Drive/Eucalyptus Avenue.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Civic Center Drive and Eucalyptus Avenue, the project applicant shall pay a fair share contribution toward the implementation of a dedicated eastbound right-turn lane and the addition of a northbound through lane comprising one left-turn lane, two through lanes, and one right-turn lane.</p>   | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Civic Center Drive and Eucalyptus Avenue.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Civic Center Drive and Eucalyptus Avenue.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p>  |
| <p><b>M-TR-5: Civic Center Drive/South Santa Fe Avenue.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Civic Center Drive and South Santa Fe Avenue, the project applicant shall pay a fair share contribution toward the restriping of an additional northbound through lane, an additional eastbound left-turn lane, and an additional</p>   | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Civic Center Drive and South Santa Fe Avenue.</p> <p><b>Methods:</b> Require the project applicant to pay a</p>   | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified</p>   |

| Mitigation Measures   | Timing and Methods  | Responsible Parties   |
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| westbound left-turn lane.   | fair share contribution towards the implementation of improvements at the intersection of Civic Center Drive and South Santa Fe Avenue.   | agent, approved by the City, of the Applicant, Developer, or Project Proponent  |
| <b>M-TR-6: Mar Vista Drive/Thibido Road.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Mar Vista Drive and Thibido Road, the project applicant shall pay a fair share contribution toward the signalization of the intersection and the provision of a northbound right-turn overlap phase. | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Mar Vista Drive and Thibido Road.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Mar Vista Drive and Thibido Road.</p>         | <p><b>Verification:</b> The City of Vista</p> <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> |
| <b>M-TR-7: South Melrose Drive/Sunset Drive.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of South Melrose Drive and Sunset Drive, the project applicant shall pay a fair share contribution toward the implementation of a dedicated eastbound right-turn lane with an overlap phase.        | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of South Melrose Drive and Sunset Drive.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of South Melrose Drive and Sunset Drive.</p> | <p><b>Verification:</b> The City of Vista</p> <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> |
| <b>M-TR-8: South Melrose Drive/Live Oak-Longhorn Road.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of South Melrose  | <b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of South Melrose Drive and Live Oak-  | <b>Verification:</b> The City of Vista<br><b>Implementation:</b> Applicant, Developer, or Project Proponent   |

| Mitigation Measures  | Timing and Methods  | Responsible Parties   |
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| <p>Drive and Live Oak–Longhorn Road, the project applicant shall pay a fair share contribution toward the implementation of a dedicated southbound right-turn lane with an overlap phase.</p>  | <p>Longhorn Road.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of South Melrose Drive and Live Oak–Longhorn Road.</p>   | <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p>  |
| <p><b>M-TR-11: Sycamore Avenue/Hibiscus Avenue.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Sycamore Avenue and Hibiscus Avenue, the project applicant shall pay a fair share contribution toward the implementation of an additional southbound left-turn lane.</p> | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Sycamore Avenue and Hibiscus Avenue.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Sycamore Avenue and Hibiscus Avenue.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |
| <p><b>M-TR-12: Sycamore Avenue/La Mirada Drive.</b> Prior to the issuance of building permits for any discretionary action that would contribute vehicle trips to the intersection of Sycamore Avenue and La Mirada Drive, the project applicant shall pay a fair share contribution toward the implementation of a westbound right-turn overlap phase.</p>    | <p><b>Timing:</b> Prior to the issuance of a building permit that would contribute vehicle trips to the intersection of Sycamore Avenue and La Mirada Drive.</p> <p><b>Methods:</b> Require the project applicant to pay a fair share contribution towards the implementation of improvements at the intersection of Sycamore Avenue and La Mirada Drive.</p> | <p><b>Implementation:</b> Applicant, Developer, or Project Proponent</p> <p><b>Monitoring and Reporting:</b> Qualified agent, approved by the City, of the Applicant, Developer, or Project Proponent</p> <p><b>Verification:</b> The City of Vista</p> |