

CITY MANAGER – Marlene D. Best
CITY ATTORNEY – Shawn D. Hagerty
CITY CLERK – Annette Fagan Ortiz

STAFF:
ASSISTANT TO THE CITY MANAGER
Kathy Valverde
COMMUNITY SERVICES DIRECTOR
Bill Maertz
DEVELOPMENT SERVICES DIRECTOR
Melanie Kush
FINANCE DIRECTOR/TREASURER
Tim McDermott
FIRE & LIFE SAFETY DIRECTOR/FIRE CHIEF
John Garlow
HUMAN RESOURCES DIRECTOR
Erica Hardy
LAW ENFORCEMENT
Captain Christina Bavencoff



**City of Santee
Regular Meeting Agenda
Santee City Council**

CITY COUNCIL

Mayor John W. Minto
Vice Mayor Rob McNelis
Council Member Ronn Hall
Council Member Laura Koval
Council Member Dustin Trotter

******GOVERNOR'S EXECUTIVE ORDER N-29-20****
RE CORONAVIRUS COVID-19**

This meeting will be conducted pursuant to the provisions of the Governor's Executive Order which suspends certain requirements of the Ralph M. Brown Act.

In an effort to protect public health and prevent the spread of COVID-19, the City Council meeting on Wednesday, January 27, 2021, will be conducted via webinar and telephonically.

**To watch the meeting via webinar please click on this link:
<https://attendee.gotowebinar.com/register/8575855758069243920>**

**To listen to the City Council meeting telephonically please call:
(619) 678-0714
NOTE: A pin number will be required, please enter 690-558-400#.**

LIVE PUBLIC COMMENT:

Members of the public who wish to comment on matters on the City Council agenda or during Non-Agenda Public Comment may register for the webinar with the link above and email the City Clerk at CITYCLERK@CITYOFSANTEECA.GOV with the name that you registered with and the item(s) you wish to speak on. The City Clerk will call the name when it is time to speak.

****Public Comment will be limited to 3 minutes and will continue to be accepted until the item is voted on. The timer will begin when the participant begins speaking.**

**Please review the
COVID-19 webpage ([Http://Cityofsanteeca.Gov/Our-City/Public-Notice](http://Cityofsanteeca.Gov/Our-City/Public-Notice))
for updates both before and during the Council meeting.**

**Wednesday, January 27, 2021
6:30 PM**

**Council Chambers – Building 2
10601 Magnolia Avenue, Santee, CA 92071**

Regular City Council Meeting – 6:30 p.m.

ROLL CALL: Mayor John W. Minto
Vice Mayor Rob McNelis
Council Members Ronn Hall, Laura Koval, and Dustin Trotter

LEGISLATIVE INVOCATION: The Church of Jesus Christ of Latter-day Saints – Andrea Pickett

PLEDGE OF ALLEGIANCE

CONSENT CALENDAR:

PLEASE NOTE: Consent Calendar items are considered routine and will be approved by one motion, with no separate discussion prior to voting. The public, staff or Council Members may request specific items be removed from the Consent Calendar for separate discussion or action. Speaker slips for this category must be presented to the City Clerk at the start of the meeting. Speakers are limited to 3 minutes.

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)**
- (2) **Approval of Meeting Minutes of the Santee City Council for the January 7, 2021, Special Meeting and the January 13, 2021, Regular Meeting. (City Clerk – Ortiz)**
- (3) **Approval of Payment of Demands as Presented. (Finance – McDermott)**
- (4) **Approval of the Expenditure of \$55,349.10 for December 2020 Legal Services and Reimbursable Costs. (Finance – McDermott)**

NON-AGENDA PUBLIC COMMENT (15 minutes):

Persons wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not deliberate or take action on an item not on this agenda. If appropriate, the Council may provide a brief response, such as referring the item to the City Manager or placing it on a future agenda. This first Non-Agenda Public Comment period is limited to a total of 15 minutes. Additional Non-Agenda Public Comment is received prior to Council Reports.

NEW BUSINESS:

- (5) **Appropriation of Funding for San Diego River Cleanup Activities. (Community Services – Maertz)**

Recommendation:

Appropriate \$6,000 in Fiscal Year 2021 to the San Diego River Park Foundation in support of its river cleanup programs within the City of Santee

- (6) Resolution Approving the 2021 Active Santee Plan and a Categorical Exemption Determination Pursuant to Sections 15301 and 15304 of the California Environmental Quality Act. (Development Services – Kush)**

Recommendation:

Adopt the Resolution

1. Approving the Notice of Exemption as complete and in compliance with the requirements of the California Environmental Quality Act (CEQA); and
2. Approving the 2021 Active Santee Plan.

- (7) Presentation of the Draft Housing Element 2021-2029 (General Plan Amendment GPA2019-2) and Authorization to Transmit the Housing Element to the State Department of Housing and Community Development (HCD). (Development Services – Kush)**

Recommendation:

Receive the Staff Report and authorize the transmittal of the Draft Housing Element to the State Department of Housing and Community Development.

- (8) Street Right-of-Way Concrete Repair and Replacement Workshop – Consideration of Potential Cost Recovery for Repairs to City Infrastructure Caused by Private Property Tree Root Intrusion. (Development Services – Kush)**

Recommendation:

Provide direction to staff to either pursue cost recovery of damages through options 2 and 3 or continue with current procedures to cover the repair costs with existing funding.

- (9) Possible Cancellation of a Regular City Council Summer Meeting and the Regular Meeting of September 22, 2021. (City Clerk – Ortiz)**

Recommendation:

Identify preferred date for meeting cancellation and direct the City Clerk to post a Notice of Meeting Cancellation at the appropriate times.

- (10) Appointment of Representatives for Council Committees. (City Clerk – Ortiz)**

Recommendation:

Vote on Mayor Minto's Council Committee recommendations.

NON-AGENDA PUBLIC COMMENT (Continued):

All public comment not presented within the first Non-Agenda Public Comment period above will be heard at this time. Persons wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not deliberate or take action on an item not on this agenda. If appropriate, the Council may provide a brief response, such as referring the item to the City Manager or placing it on a future agenda.

CITY COUNCIL REPORTS:

CITY MANAGER REPORTS:

CITY ATTORNEY REPORTS:

CLOSED SESSION:

ADJOURNMENT:

BOARDS, COMMISSIONS & COMMITTEES
JANUARY & FEBRUARY
MEETINGS

Jan	07	SPARC	Virtual/Telephonic
Jan	11	Community Oriented Policing Committee	Virtual/Telephonic
Jan	13	Council Meeting	Virtual/Telephonic
Jan	27	Council Meeting	Virtual/Telephonic
Feb	04	SPARC	TBD
Feb	08	Community Oriented Policing Committee	TBD
Feb	10	Council Meeting	TBD
Feb	24	Council Meeting	TBD

The Santee City Council welcomes you and encourages your continued interest and involvement in the City’s decision-making process.

For your convenience, a complete Agenda Packet is available for public review at City Hall and on the City’s website at www.CityofSanteeCA.gov.

The City of Santee complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 12132 of the American with Disabilities Act of 1990 (42 USC § 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk’s Office at (619) 258-4100, ext. 112 at least 48 hours before the meeting, if possible.

City of Santee
COUNCIL AGENDA STATEMENT

Item 1

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE **APPROVAL OF READING BY TITLE ONLY AND WAIVER OF READING
IN FULL OF ORDINANCES AND RESOLUTIONS ON THE AGENDA.**

DIRECTOR/DEPARTMENT Annette Ortiz, CMC, City Clerk 

SUMMARY

This Item asks the City Council to waive the reading in full of all Ordinances on the Agenda (if any) and approve their reading by title only. The purpose of this Item is to help streamline the City Council meeting process, to avoid unnecessary delay and to allow more time for substantive discussion of Items on the Agenda.

State law requires that all Ordinances be read in full either at the time of introduction or at the time of passage, unless a motion waiving further reading is adopted by a majority of the City Council. (Gov. Code, § 36934). This means that each word in each Ordinance would have to be read aloud unless such reading is waived. Such reading could substantially delay the meeting and limit the time available for discussion of substantive Items. Adoption of this waiver streamlines the procedure for adopting the Ordinances on tonight's Agenda (if any), because it allows the City Council to approve Ordinances by reading aloud only the title of the Ordinance instead of reading aloud every word of the Ordinance.

The procedures for adopting Resolutions are not as strict as the procedures for adopting Ordinances. For example, Resolutions do not require two readings for passage, need not be read in full or even by title, are effective immediately unless otherwise specified, do not need to be in any particular format unless expressly required, and, with the exception of fixing tax rates or revenue amounts, do not require publication. However, like Ordinances, all Resolutions require a recorded majority vote of the total membership of the City Council. (Gov. Code § 36936).

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION

It is recommended that the Council waive the reading of all Ordinances and Resolutions in their entirety and read by title only.

ATTACHMENTS

None

City of Santee
COUNCIL AGENDA STATEMENT

Item 2

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE APPROVAL OF MEETING MINUTES OF THE SANTEE CITY COUNCIL FOR THE JANUARY 7, 2021, SPECIAL MEETING AND THE JANUARY 13, 2021, REGULAR MEETING.

DIRECTOR/DEPARTMENT Annette Ortiz, CMC, City Clerk 

SUMMARY

Submitted for your consideration and approval are the minutes of the above meetings.

FINANCIAL STATEMENT N/A

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION

Approve Minutes as presented.

ATTACHMENT

Special Meeting Minutes

- January 7, 2021

Regular Meeting Minutes

- January 13, 2021

DRAFT

**Minutes
Santee City Council
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
January 07, 2021**

This Special Meeting of the Santee City Council was called to order by Mayor John W. Minto at 4:13 p.m.

1. Call to Order

ROLL CALL: Present: Mayor John W. Minto, Vice Mayor Rob McNelis and Council Members Ronn Hall, Laura Koval and Dustin Trotter– 5.

Officers present: City Manager Marlene Best, City Attorney Shawn Hagerty, and City Clerk Annette Ortiz

Housing Element Update Workshop IV

2. Housing Element Update Workshop IV – Special Workshop with Direct Stakeholder Engagement and Assessment of Inclusionary Housing Program as an Affordable Housing Strategy

The Director of Development Services introduced the Item and provided background regarding the stakeholders. The Associate Planner provided a PowerPoint presentation.

Stakeholders:

- Kyla Winters – Alpha Project
- Michael Massie – Jamboree Housing Corporation
- Ray Pearl – California Housing Consortium
- Kris Kuntz – Regional Task Force on the Homeless
- Damon Harris – BRIDGE Housing
- Mike McSweeney – Building Industry Association of San Diego (BIA)
- Karen Begin – San Diego Habitat for Humanity
- Laura Nunn – San Diego Housing Federation
- Mary Jane Jagodzinski – Community HousingWorks
- Michelle Thrakulchavee – City Ventures
- Jim Moxham – Cameron Brothers Corporation
- Ditas Yamane – Pacific Southwest Association of Realtors (PSAR)
- Veronica Tam – Veronica Tam & Associates, Inc.
- Bob Cummings – Mirka Investments, LLC
- Erik Wiese – Wiese and Associates
- Daniel Buksa – Mission Realty Group
- Chad Hughes – Mission Realty Group

- Cheri Farrell – Keller Williams Realty
- Croquette Hudson – California Coast Credit Union
- Mayra Levasseur – Navy Federal Credit Union
- Andrea Hull – San Diego County Credit Union

Council Member Koval requested to see a graph with an overlay of the trends for housing, including prices and gaps of where the City falls short.

Vice Mayor McNelis requested staff push back on state mandates.

Council Member Trotter requested staff look into the City of Poway's veterans housing project, to see if the City could possibly do something similar.

Council Member Hall requested that staff meet with stakeholders and provide Council with ideas on options.

Mayor Minto requested to hear how others are handling the issue on affordable housing.

Vice Mayor McNelis stated he would like to hear from developers that are building affordable housing in Southern California in today's market.

Council Member Trotter would like to see a workshop about incentive-based programs with the stakeholders.

Council Member Hall inquired whether the City can obtain funding for affordable housing and concurs with looking into Veteran's and senior housing.

Council Member Koval stated she would like to see what is the best fit for the City of Santee.

Mayor Minto confirmed that Council consensus was to work towards incentive-based housing, to which the Council responded in the affirmative.

The Director of Development Services stated that she is clear on the direction and will bring the Item back to Council.

3. Public Comment

- Robert Anselmo, Ambient Communities, requested Council review Accessory Dwelling Units (ADUs) as a form of affordable housing.

4. Adjournment

There being no further business, the meeting was adjourned at 6:10 p.m.

Date Approved:

Annette Ortiz, CMC, City Clerk

DRAFT

**Minutes
Santee City Council
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
January 13, 2021**

This Regular Meeting of the Santee City Council was called to order by Vice Mayor McNelis at 6:30 p.m.

ROLL CALL: Present: Vice Mayor Rob McNelis and Council Members Ronn Hall, Laura Koval and Dustin Trotter– 4. Absent: Mayor John W. Minto – 1.

Officers present: City Manager Marlene Best, City Attorney Shawn Hagerty, and City Clerk Annette Ortiz

INVOCATION was given by Reverend Andreas Walker-Thode – Carlton Hills Evangelical Lutheran Church

PLEDGE OF ALLEGIANCE was led by Vice Mayor McNelis

ADJOURNMENT IN MEMORY of Rich Setzer

ITEMS TO BE ADDED, DELETED OR RE-ORDERED ON AGENDA:

The City Manager requested Items 14 and 15 be pulled and brought back at a future meeting, due to the absence of Mayor Minto.

CONSENT CALENDAR:

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)**
- (2) **Approval of Meeting Minutes of the Santee City Council for the November 18, 2020, and December 9, 2020, Regular Meetings. (City Clerk – Ortiz)**
- (3) **Approval of Payment of Demands as Presented. (Finance – McDermott)**
- (4) **Adoption of a Resolution Authorizing the Appropriation and Expenditure of Fiscal Year 2019 State Homeland Security Grant Funds in Accordance with all Program Requirements and Approving the Purchase of Seven Panasonic Toughbook CF-33 Computers and Related Equipment from CDCE, Inc., Utilizing National Association of State Procurement Officials (NASPO) Master Agreement MNWNC-124,**

in an Amount Not to Exceed \$35,848.17. (Fire – Garlow)

- (5) Adoption of a Resolution Authorizing the City Manager to Execute a Public Right-of-Way Improvement Agreement for Public Improvements Associated with the Cuyamaca Service Station Located at 8617 Cuyamaca Street. Related Case Files: P2017-2, MR2019-1, VME2019-1. (Development Services – Kush)**

ACTION: Council Member Hall moved approval of the Consent Calendar, and the removal of Items 14 and 15.

Council Member Koval seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

NON-AGENDA PUBLIC COMMENT (15 minutes):

- (A) Mary Hyder expressed concerns regarding the importance of complying with the Governor's orders regarding the pandemic.
- (B) Joel Lehrer expressed concerns regarding the Waste Management rates for commercial properties.
- (C) Danielle Wilkerson expressed concerns regarding the State Capitol protests and urged all elected officials to denounce the actions.
- (D) Dee Weinfurter stated she would like to see more people of color in leadership roles in the City, and black and indigenous owned businesses in the City.
- (E) Lynda Marrokal stated the City is moving in the right direction and commended the banner across Mission Gorge Road depicting unity.

PUBLIC HEARING:

- (6) Continued Public Hearing Considering a Disposition and Development Agreement (DDA) Between the City of Santee and Excel Acquisitions, LLC, for Development of Real Property Known as Parcel 4 of Parcel Map 18857 Located in Trolley Square. (City Manager – Best)**

The Public Hearing was opened at 6:44 p.m. The City Manager presented the Item.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Trotter seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

The Public Hearing was continued to March 24, 2021.

CONTINUED BUSINESS:**(7) Termination of Local Emergency Proclaimed Due to Fire Risk in Mast Park West and Mast Park East. (City Manager – Best)**

Council Member Koval registered an abstention, muted her microphone and turned off her camera

The City Manager introduced the Item and responded to Council questions.

ACTION: Council Member Trotter moved approval of staff recommendation.

Council Member Hall seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye and Trotter: Aye. Ayes: 3. Noes: 0. Abstain: Council Member Koval – 1. Absent: Mayor Minto – 1.

Council Member Koval rejoined the meeting.

(8) Resolution Continuing the Local Emergency Proclaimed Due to the Failure of a Corrugated Metal Pipe (CMP) Between 9351 and 9359 Carlton Hills Boulevard. (City Manager – Best)

The City Manager presented the Item.

ACTION: Council Member Trotter moved approval of staff recommendation.

Council Member Koval seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

(9) Extension of Rent Payment Adjustment – Sportsplex USA. (City Manager – Best)

The City Manager introduced the Item and responded to Council questions.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Trotter seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

(10) Resolution Approving and Adopting a Side Letter to the Memorandum of Understanding Between the City and the Santee Firefighters' Association, Approving COVID-19 Administrative Leave for General Employees, and Approving the Extension of Limited Pandemic Leave. (Human Resources – Hardy)

The Director of Human Resources introduced the Item and responded to Council questions.

ACTION: Council Member Koval moved approval of staff recommendation.

Council Member Trotter seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

NEW BUSINESS:

(11) Report of Community Oriented Policing Committee on Diversity, Equity and Inclusion Program. (City Manager – Best)

The City Manager introduced the Item and members of the Community Oriented Policing Committee (COMPOC) subcommittee provided a PowerPoint presentation and responded to Council questions.

PUBLIC SPEAKERS:

- Mary Hyder
- Karen Schroeder
- Janet Garvin
- Tasha Cassidy
- Patty LaBouff
- Mary Hall
- Danielle Wilkerson

Subcommittee member, Steve Stelman, spoke to comments regarding more diverse representation on the subcommittee.

The City Manager clarified that the banners in question were put up by the Santee Collaborative, not the City of Santee.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Trotter seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

(12) Acceptance of Certificate of Sufficiency for the Referendum Against a Resolution Passed by the City Council of the City of Santee (Resolution No. 094-2020) and Request for Further Direction from City Council Pursuant to Elections Code 9241. (City Clerk – Ortiz)

The City Clerk and the City Attorney introduced the Item and responded to Council questions.

PUBLIC SPEAKER:

- Mary Hyder
- Van Collinsworth
- Daniel Bickford
- Lynda Marrokal
- Michele Perchez
- Janet Garvin
- Nichole Weinman
- Justin Schlaefli

ACTION: Council Member Trotter moved approval of Option 3.

Council Member Koval seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

(13) Resolution for Local Control of Land Use Issues. (Council Member Koval)

PUBLIC SPEAKER:

- Mary Hyder
- Patti LaBouff

Council Member Koval provided background on the Item.

ACTION: Council Member Trotter moved approval of staff recommendation.

Vice Mayor McNelis seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

(14) Item Pulled from the agenda.

(15) Item Pulled from the agenda.

- (16) **Resolution Authorizing the City Manager to Execute Amendments to the Professional Services Agreement with Ebbin, Moser & Skaggs, LLP, for Services Associated with Preparation of the City's Subarea Plan that are Developer or Grant Funded. (Development Services – Kush)**

The Director of Development Services Director presented the Item.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Koval seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

NON-AGENDA PUBLIC COMMENT: (Continued)

- (A) Patti LaBouff spoke regarding the Inclusionary Housing Workshop on January 7, 2021.
- (B) Bob Glaser spoke regarding the signatures gathered by his company.
- (C) Alana Ethridge spoke regarding the Defend East County group.

CDC SUCCESSOR AGENCY:

- (17) **Resolution of the Community Development Commission Successor Agency Approving the Recognized Obligation Payment Schedule for the Period from July 1, 2021 to June 30, 2022 (“ROPS 21-22”).**

The Finance Director presented the Item.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Koval seconded the motion, which carried by the following roll call vote: Vice Mayor McNelis: Aye; and Council Members Hall: Aye; Koval: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Absent: Mayor Minto – 1.

CITY COUNCIL REPORTS:

Vice Mayor Hall reported that Metropolitan Transit Systems (MTS) hired a new security officer; he stated Girl Scout Cookies are on sale online this year.

CITY MANAGER REPORTS:

The City Manager commended the Fire Department for receiving the Class 1 Public Protection Classification (PPC) for superior fire protection as of March 1, 2021; she stated there will be COVID-19 testing at City Hall on January 14 and January 26, 2021.

CITY ATTORNEY REPORTS:

None.

CLOSED SESSION:

Council Members adjourned to Closed Session at 8:46 p.m.

(18) CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

(Government Code section 54956.9(d)(1))

Name of case: Santee Trolley Square 991, LLP v. City of Santee et al.

Case Number: 37-2020-00007895-CU-WM-CTL

(19) CONFERENCE WITH REAL PROPERTY NEGOTIATORS

(Government Code section 54956.8)

Property: Parcel 4 of Parcel Map 18857 located in Trolley Square (Library site)

City Negotiator: City Manager

Negotiating Parties: Excel Hotel Group and Vestar Kimco Santee, LP

Under Negotiation: Price and terms of payment

(20) CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

(Gov. Code section 54956.9(d)(1))

Name of Case: Daniel Bickford v. Van Collinsworth, Preserve Wild Santee, Stephen Houlahan, et al.

Case Number: 37-2020-00044988-CU-MC-CTL

Council Members reconvened in Open Session at 9:05 p.m. with all members present. Vice Mayor McNelis reported direction was given to staff on Items 18 and 19; Council voted unanimously to decline the request to defend former Council Member Stephen Houlahan in the litigation.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 9:05 p.m.

Date Approved:

Annette Ortiz, CMC, City Clerk

City of Santee
COUNCIL AGENDA STATEMENT

Item 3

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE PAYMENT OF DEMANDS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance *TM*

SUMMARY

A listing of checks that have been disbursed since the last Council meeting is submitted herewith for approval by the City Council.

FINANCIAL STATEMENT *TM*

Adequate budgeted funds are available for the payment of demands per the attached listing.

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION *MSB*

Approve the payment of demands as presented.

ATTACHMENTS (Listed Below)

- 1) Summary of Payments Issued
- 2) Voucher Lists

Payment of Demands
Summary of Payments Issued

<u>Date</u>	<u>Description</u>	<u>Amount</u>
01/04/2021	Accounts Payable	\$ 141,060.12
01/05/2021	Accounts Payable	147,104.97
01/06/2021	Accounts Payable	1,404,045.18
01/13/2021	Accounts Payable	152,328.43
01/14/2021	Payroll	376,891.02
01/14/2021	Accounts Payable	217,693.61
01/15/2021	Accounts Payable	105,730.07
01/18/2021	Accounts Payable	34,134.12
01/20/2021	Accounts Payable	<u>121,227.52</u>
	TOTAL	<u><u>\$2,700,215.04</u></u>

I hereby certify to the best of my knowledge and belief that the foregoing demands listing is correct, just, conforms to the approved budget, and funds are available to pay said demands.

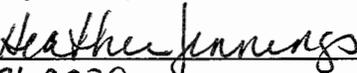


Tim K. McDermott, Director of Finance

Bank code : ubgen

<u>Voucher</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>PO #</u>	<u>Description/Account</u>	<u>Amount</u>
582	1/4/2021	10956 FRANCHISE TAX BOARD	PPE 12/23/20		CA STATE TAX WITHHELD	29,646.20
					Total :	29,646.20
584	1/4/2021	10959 VANTAGE TRANSFER AGENT/457	PPE 12/23/20		ICMA - 457	23,850.87
					Total :	23,850.87
2881	1/4/2021	10955 DEPARTMENT OF THE TREASURY	PPE 12/31/20		FED WITHHOLD & MEDICARE	83,548.16
					Total :	83,548.16
459912	1/4/2021	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 12/23/20		RETIREE HSA	4,014.89
					Total :	4,014.89
4 Vouchers for bank code : ubgen						Bank total : 141,060.12
4 Vouchers in this report						Total vouchers : 141,060.12

Prepared by: 
Date: 12-31-2020

Approved by: 
Date: 12-31-2020

Bank code : ubgen

<u>Voucher</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>PO #</u>	<u>Description/Account</u>	<u>Amount</u>
12204	1/5/2021	10353 PERS	12 20 4		RET PYMT/REPL BENEFIT FUND	147,104.97
					Total :	147,104.97
1 Vouchers for bank code : ubgen						Bank total : 147,104.97
1 Vouchers in this report						Total vouchers : 147,104.97

Prepared by: Made J

Date: 12-31-2020

Approved by: Heather Jennings

Date: 12-31-2020

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126543	1/6/2021	10412 AT&T	000004807075		TELEPHONE	806.97
					Total :	806.97
126544	1/6/2021	10262 AUSTIN, ROY	12312020		RETIREE HEALTH INSURANCE	1,412.10
					Total :	1,412.10
126545	1/6/2021	12951 BERRY, BONNIE F.	January 1, 2021		RETIREE HEALTH PAYMENT	91.00
					Total :	91.00
126546	1/6/2021	11513 BOND, ELLEN	01012021-263		MEADOWBROOK HARDSHIP PROC	61.55
					Total :	61.55
126547	1/6/2021	10021 BOUND TREE MEDICAL LLC	83879479 83882909	53230 53230	EMS SUPPLIES EMS SUPPLIES	560.61 459.02
					Total :	1,019.63
126548	1/6/2021	10022 BRAUN NORTHWEST INC	30285	52990	VEHICLE SUPPLIES	388.98
					Total :	388.98
126549	1/6/2021	10668 CALIFORNIA BUILDING STANDARDS	OCT-DEC 2020		SB1473 OCT-DEC 2020	623.70
					Total :	623.70
126550	1/6/2021	10682 CONSOLIDATED ELECTRICAL	1069-788001	53184	TRAFFIC SUPPLIES	7,456.30
					Total :	7,456.30
126551	1/6/2021	11402 CARROLL, JUDI	01012021-96		MEADOWBROOK HARDSHIP PROC	61.70
					Total :	61.70
126552	1/6/2021	10031 CDW GOVERNMENT LLC	5563208	53269	RENEWAL OF BACKUP SOFTWARE	2,915.85
					Total :	2,915.85
126553	1/6/2021	10032 CINTAS CORPORATION #694	4070232813	53084	UNIFORM/PARTS CLEANER RNTL	65.81
					Total :	65.81
126554	1/6/2021	11409 CLAYTON, SYLVIA	01012021-340		MEADOWBROOK HARDSHIP PROC	64.57
					Total :	64.57

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126555	1/6/2021	10268 COOPER, JACKIE	January 1, 2021		RETIREE HEALTH PAYMENT	91.00
					Total :	91.00
126556	1/6/2021	10333 COX COMMUNICATIONS	038997401		10601 N MAGNOLIA AVE	106.36
					Total :	106.36
126557	1/6/2021	10046 D MAX ENGINEERING INC	6351	52745	WATER QUALITY MONITORING - M	3,845.00
					Total :	3,845.00
126558	1/6/2021	10433 DEPARTMENT OF CONSERVATION	OCT-DEC 2020		SMIP OCT-DEC 2020	2,396.67
					Total :	2,396.67
126559	1/6/2021	11295 DOKKEN ENGINEERING	37620-R	52440	MAST PARK IMPROVEMENTS	6,791.83
					Total :	6,791.83
126560	1/6/2021	13452 DTS ENGINEERING CONTRACTORS	EN19117S		REFUNDABLE DEPOSIT	1,500.00
					Total :	1,500.00
126561	1/6/2021	10066 GLOBALSTAR USA LLC	000000009303377		SATELLITE PHONE SERVICE	93.44
					Total :	93.44
126562	1/6/2021	10256 HOME DEPOT CREDIT SERVICES	3161147	53088	STATION SUPPLIES	16.14
					Total :	16.14
126563	1/6/2021	11724 ICF JONES & STOKES INC	0151770	50991	MSCP SUBAREA PLAN	6,720.00
					Total :	6,720.00
126564	1/6/2021	10272 JENKINS, CARROLL	12312020		RETIREE HEALTH INSURANCE	3,101.22
					Total :	3,101.22
126565	1/6/2021	13247 JOHNSON, DOUGLAS	12312020		RETIREE HEALTH INSURANCE	891.00
					Total :	891.00
126566	1/6/2021	14092 KOA CORPORATION	JC02060-2	53242	LOCAL ROADWAY SAFETY PLAN	9,283.00
					Total :	9,283.00
126567	1/6/2021	11292 LIEBERT CASSIDY WHITMORE	12102020		113: CAL/ OSHA- COMPLIANCE TEM	149.00
					Total :	149.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126568	1/6/2021	11582 MASIMO AMERICAS INC	2615932	53270	PULSE OXIMETER	2,634.48
			2616719	53270	PULSE OXIMETER	748.86
Total :						3,383.34
126569	1/6/2021	10079 MEDICO PROFESSIONAL	20324103	53090	MEDICAL LINEN SERVICE	20.62
			20324105	53090	MEDICAL LINEN SERVICE	13.01
Total :						33.63
126570	1/6/2021	10507 MITEL LEASING	902985549		MONTHLY RENTAL 122670	1,878.80
			902985582		MONTHLY RENTAL 124690	312.66
			902985651		MONTHLY RENTAL 130737	276.33
			902985665		MONTHLY RENTAL 131413	266.16
Total :						2,733.95
126571	1/6/2021	12451 MOBILE GRAPHICS & DESIGN	20122	53135	40TH BIRTHDAY	450.00
Total :						450.00
126572	1/6/2021	10083 MUNICIPAL EMERGENCY SERVICES	IN1529758	53056	EQUIPMENT REPAIR PART	197.18
Total :						197.18
126573	1/6/2021	10308 O'REILLY AUTO PARTS	2968-381843	53013	VEHICLE SUPPLIES	94.81
Total :						94.81
126574	1/6/2021	12904 PAT DAVIS DESIGN GROUP, INC	6375	53108	GRAPHIC DESIGN WORK	937.50
Total :						937.50
126575	1/6/2021	11442 PATTERSON, LUANNE	01012021-225		MEADOWBROOK HARDSHIP PROC	59.52
Total :						59.52
126576	1/6/2021	11888 PENSKE FORD	150603	53092	VEHICLE SERVICE	54.09
Total :						54.09
126577	1/6/2021	10092 PHOENIX GROUP INFO SYSTEMS	112020031	53158	PARKING CITE PROCESS SVCS	289.18
Total :						289.18
126578	1/6/2021	12062 PURETEC INDUSTRIAL WATER	1850571	53061	DEIONIZED WATER SERVICE	104.18
			1850624	53060	DEIONIZED WATER SERVICE	104.18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126578	1/6/2021	12062	12062 PURETEC INDUSTRIAL WATER (Continued)			Total : 208.36
126579	1/6/2021	12237 RAYON, KYLE	January 1, 2021		RETIREE HEALTH PAYMENT	91.00
						Total : 91.00
126580	1/6/2021	12256 ROE, DARLENE	01012021-318		MEADOWBROOK HARDSHIP PROG	62.56
						Total : 62.56
126581	1/6/2021	10606 S.D. COUNTY SHERIFF'S DEPT.	SHERIFF-OCT 2020		LAW ENFORCEMENT OCTOBER 20	1,332,512.14
						Total : 1,332,512.14
126582	1/6/2021	10768 SANTEE SCHOOL DISTRICT	8866	53137	JOINT USE FIELDS - RIO SECO	587.61
						Total : 587.61
126583	1/6/2021	13171 SC COMMERCIAL, LLC	1737534-IN	53077	DELIVERED FUEL	456.68
			1739289-IN	53077	DELIVERED FUEL	276.07
			1742328-IN	53077	DELIVERED FUEL	267.31
			1744096-IN	53077	DELIVERED FUEL	459.49
			1746894-IN	53077	DELIVERED FUEL	356.03
			1748609-IN	53077	DELIVERED FUEL	433.74
			1751441-IN	53077	DELIVERED FUEL	175.21
			1753376-IN	53077	DELIVERED FUEL	535.72
			1755867-IN	53077	DELIVERED FUEL	172.91
			1757767-IN	53077	DELIVERED FUEL	443.53
			1760583-IN	53077	DELIVERED FUEL	721.18
			1762539-IN	53077	DELIVERED FUEL	351.08
			1764334-IN	53077	DELIVERED FUEL	232.19
			1765688-IN	53077	DELIVERED FUEL	402.20
			1768715-IN	53077	DELIVERED FUEL	620.44
			1770595-IN	53077	DELIVERED FUEL	210.56
			1773388-IN	53077	DELIVERED FUEL	275.26
			1775289-IN	53077	DELIVERED FUEL	582.45
						Total : 6,972.05
126584	1/6/2021	11403 ST. JOHN, LYNNE	01012021-78		MEADOWBROOK HARDSHIP PROG	61.81
						Total : 61.81
126585	1/6/2021	10217 STAPLES ADVANTAGE	3464162809	53125	OFFICE SUPPLIES - PSD	77.64

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126585	1/6/2021	10217 STAPLES ADVANTAGE	(Continued)			
			3464231079	53100	AS NEEDED OFFICE SUPPLIES	26.95
			3464231080	53100	AS NEEDED OFFICE SUPPLIES	21.13
			3464231081	53098	TONER AND OFFICE SUPPLIES	134.20
					Total :	259.92
126586	1/6/2021	10119 STEVEN SMITH LANDSCAPE INC	45847	53044	A2 LANDSCAPE SERVICES	180.00
			45848	53044	A 2 LANDSCAPE SERVICES	135.00
			45849	53068	A3 LANDSCAPE SERVICES	45.00
			45850	53068	A3 LANDSCAPE SERVICES	90.00
			45851	53068	A3 LANDSCAPE SERVICES	450.00
			45852	53068	A3 LANDSCAPE SERVICES	495.00
			45853	53068	A3 LANDSCAPE SERVICES	90.00
			45854	53068	A3 LANDSCAPE SERVICES	450.00
			45856	53044	A2 LANDSCAPE SERVICES	180.00
			45857	53068	A3 LANDSCAPE SERVICES	90.00
			45859	53068	A3 LANDSCAPE SERVICES	180.00
					Total :	2,385.00
126587	1/6/2021	10572 SUNBELT RENTALS INC	108722250-001	53148	EQUIPMENT RENTAL	271.44
					Total :	271.44
126588	1/6/2021	10121 SUPERIOR READY MIX LP	175240	53140	ASPHALT MATERIALS	187.49
					Total :	187.49
126589	1/6/2021	10250 THE EAST COUNTY	00101727		PUBLIC NOTICE - CDBG	115.50
					Total :	115.50
126590	1/6/2021	12480 UNITED SITE SERVICES	114-11356638	53173	PORTABLE TOILETS, TEMP FENCE	159.79
					Total :	159.79
126591	1/6/2021	10642 USPS-POC	01042021		POSTAGE REIMBURSEMENT	1,797.65
					Total :	1,797.65
126592	1/6/2021	11305 VELOCITY TRUCK CENTERS	XA290078555:01	53028	VEHICLE REPAIR PARTS	64.84
					Total :	64.84
126593	1/6/2021	12930 WILLIAMS, ROCHELLE M.	January 1, 2021		RETIREE HEALTH PAYMENT	91.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126593	1/6/2021	12930 WILLIAMS, ROCHELLE M.	(Continued)			91.00
126594	1/6/2021	12641 WITTORFF, VICKY DENISE	January 1, 2021		RETIREE HEALTH PAYMENT	31.00
					Total :	31.00

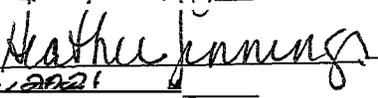
52 Vouchers for bank code : ubgen

Bank total : 1,404,045.18

52 Vouchers in this report

Total vouchers : 1,404,045.18

Prepared by: 
Date: 1-6-2021

Approved by: 
Date: 1-6-2021

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126595	1/13/2021	10021 BOUND TREE MEDICAL LLC	83892664	53230	EMS SUPPLIES	196.09
Total :						196.09
126596	1/13/2021	10299 CARQUEST AUTO PARTS	11102-518289	53083	VEHICLE REPAIR PARTS	18.22
Total :						18.22
126597	1/13/2021	10958 CATERPILLAR FINANCIAL SERVICES	30478748		LEASE PYMNT #15-VACTOR 2110	16,305.71
Total :						16,305.71
126598	1/13/2021	12349 CHOICE LOCKSMITHING	121720COS	53114	LOCKSMITH SERVICES	19.40
Total :						19.40
126599	1/13/2021	10032 CINTAS CORPORATION #694	4070890152	53084	UNIFORM/PARTS CLEANER RNTL	81.10
Total :						81.10
126600	1/13/2021	10050 CITY OF EL CAJON	0000015109		3RD QTR HCFA ASSESSMENT	92,415.75
Total :						92,415.75
126601	1/13/2021	10608 CRISIS HOUSE	541	53214	CDBG SUBRECIPIENT	537.56
Total :						537.56
126602	1/13/2021	10046 D MAX ENGINEERING INC	6391	52876	2020 MS4 OUTFALL MONITORING	2,369.20
Total :						2,369.20
126603	1/13/2021	12970 DUDEK	202009306	52074	WALKER PRESERVE RESTORATIO	449.01
Total :						449.01
126604	1/13/2021	10856 E-W TRUCK & EQUIPMENT CO INC	63868	53001	OPACITY TESTING	100.00
			63869	53001	OPACITY TESTING	100.00
			63870	53001	OPACITY TESTING	100.00
			63871	53001	OPACITY TESTING	100.00
			63872	53001	OPACITY TESTING	100.00
			63873	53001	OPACITY TESTING	100.00
			63874	53001	OPACITY TESTING	100.00
			63875	53001	OPACITY TESTING	100.00
			63877	53001	OPACITY TESTING	100.00
			63878	53001	OPACITY TESTING	100.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126604	1/13/2021	10856 E-W TRUCK & EQUIPMENT CO INC	(Continued)			
			63879	53001	OPACITY TESTING	100.00
			63880	53001	OPACITY TESTING	100.00
			CM454729	53001	RETURN PARTS CREDIT	-68.71
					Total :	1,131.29
126605	1/13/2021	10009 FIRE ETC	149909	53051	FIRE EXTINGUISHER SERVICE	83.47
					Total :	83.47
126606	1/13/2021	10490 HARRIS & ASSOCIATES INC	46815	51326	FANITA RANCH EIR	575.00
					Total :	575.00
126607	1/13/2021	11196 HD SUPPLY FACILITIES	9187557796	53072	STATION SUPPLIES	350.66
					Total :	350.66
126608	1/13/2021	10256 HOME DEPOT CREDIT SERVICES	5161248	53088	EQUIPMENT REPAIR PARTS	14.79
					Total :	14.79
126609	1/13/2021	10246 HUDSON SAFETY T LITE RENTALS	00084618	53007	TRAFFIC SIGNS	405.94
					Total :	405.94
126610	1/13/2021	10174 LN CURTIS AND SONS	INV445938	53224	WILDLAND COATS & PANTS	10,203.93
			INV448445	53224	WILDLAND COATS & PANTS	164.86
					Total :	10,368.79
126611	1/13/2021	10079 MEDICO PROFESSIONAL	20327848	53090	MEDICAL LINEN SERVICE	20.62
			20327850	53090	MEDICAL LINEN SERVICE	13.01
			20331522	53090	MEDICAL LINEN SERVICE	20.62
			20331524	53090	MEDICAL LINEN SERVICE	13.01
					Total :	67.26
126612	1/13/2021	12451 MOBILE GRAPHICS & DESIGN	20123	53135	FESTIVE FRIDAYS	225.00
					Total :	225.00
126613	1/13/2021	12604 MSDSONLINE, INC.	230397	53282	HAZARDOUS CHEMICAL DATABASE	2,619.00
					Total :	2,619.00

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126614	1/13/2021	10083 MUNICIPAL EMERGENCY SERVICES	IN1513444	53057	STRUCTURE BOOTS	422.06
			IN1528131	53057	STRUCTURE BOOTS	422.06
					Total :	844.12
126615	1/13/2021	10416 NATIONAL PETROLEUM INC	370127	53091	VEHICLE SUPPLIES	283.54
					Total :	283.54
126616	1/13/2021	10344 PADRE DAM MUNICIPAL WATER DIST	29700016		CONSTRUCTION METER	640.81
					Total :	640.81
126617	1/13/2021	10097 ROMAINE ELECTRIC CORPORATION	12-051676	53095	VEHICLE REPAIR PART	174.32
					Total :	174.32
126618	1/13/2021	13171 SC COMMERCIAL, LLC	1777819-IN	53077	DELIVERED FUEL	392.89
			1779708-IN	53077	DELIVERED FUEL	768.80
					Total :	1,161.69
126619	1/13/2021	13554 SC FUELS	0305746	53078	FLEET CARD FUELING	1,503.91
			0311098	53078	FLEET CARD FUELING	1,126.12
			0312785	53078	FLEET CARD FUELING	1,478.61
			0318745	53078	FLEET CARD FUELING	1,058.71
			0326230	53078	FLEET CARD FUELING	1,447.09
			0331245	53078	FLEET CARD FUELING	1,279.45
					Total :	7,893.89
126620	1/13/2021	10217 STAPLES ADVANTAGE	3460198516	53097	OFFICE SUPPLIES-FINANCE	181.89
			3465128404	53100	AS NEEDED OFFICE SUPPLIES	66.65
					Total :	248.54
126621	1/13/2021	10119 STEVEN SMITH LANDSCAPE INC	45846	53069	A1 LANDSCAPE SERVICES	180.00
					Total :	180.00
126622	1/13/2021	10572 SUNBELT RENTALS INC	108662345-0001	53148	EQUIPMENT RENTAL	174.08
					Total :	174.08
126623	1/13/2021	10482 TRISTAR RISK MANAGEMENT	101905	53227	FY 20/21 CLAIMS SERVICES	7,197.25
					Total :	7,197.25

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126624	1/13/2021	12480 UNITED SITE SERVICES	114-11397844	53173	PORTABLE TOILETS, TEMP FENCE	250.00
Total :						250.00
126625	1/13/2021	10475 VERIZON WIRELESS	9868875776		WIFI SERVICE	988.26
Total :						988.26
126626	1/13/2021	10318 ZOLL MEDICAL CORPORATION	3193251	53149	EMS SUPPLIES	778.13
			3193953	53149	EMS SUPPLIES	476.80
			3195313	53149	EMS SUPPLIES	459.34
			3197992	53149	EMS SUPPLIES	326.05
			3198800	53149	EMS SUPPLIES	1,511.06
			3199359	53149	EMS SUPPLIES	507.31
Total :						4,058.69

32 Vouchers for bank code : ubgen

Bank total : 152,328.43

32 Vouchers in this report

Total vouchers : 152,328.43

Prepared by: 

Date: 1-13-2021

Approved by: 

Date: 1/13/21

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
126627	1/14/2021	12903 AMERICAN FIDELITY ASSURANCE CO	2090627		FLEXIBLE SPENDING ACCOUNT	1,743.48
					Total :	1,743.48
126628	1/14/2021	10208 ANTHEM EAP	79775		EMPLOYEE ASSISTANCE PROGRAM	281.94
					Total :	281.94
126629	1/14/2021	10334 CHLIC	2760204		HEALTH/DENTAL INSURANCE	208,733.45
					Total :	208,733.45
126630	1/14/2021	10508 LIFE INSURANCE COMPANY OF	December 2020		LIFE/LTD INSURANCE	2,766.86
					Total :	2,766.86
126631	1/14/2021	10785 RELIANCE STANDARD LIFE	January 20		VOLUNTARY LIFE INSURANCE	657.67
					Total :	657.67
126632	1/14/2021	10424 SANTEE FIREFIGHTERS	PPE 01/06/21		DUES/PEC/BENEVOLENT/BC EXP	2,866.11
					Total :	2,866.11
126633	1/14/2021	10776 STATE OF CALIFORNIA	PPE 01/06/21		WITHHOLDING ORDER	308.30
					Total :	308.30
126634	1/14/2021	10001 US BANK	PPE 01/06/21		PARS RETIREMENT	335.80
					Total :	335.80

8 Vouchers for bank code : ubgen

Bank total : 217,693.61

8 Vouchers in this report

Total vouchers : 217,693.61

Prepared by:

Date:

Approved by:

Date:

Bank code : ubgen

<u>Voucher</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>PO #</u>	<u>Description/Account</u>	<u>Amount</u>
34517	1/15/2021	10956 FRANCHISE TAX BOARD	PPE 01/06/21		CA STATE TAX WITHHELD	26,854.79
					Total :	26,854.79
34530	1/15/2021	10955 DEPARTMENT OF THE TREASURY	January Retirees PPE 01/06/21		FEDERAL WITHHOLDING TAX: FED WITHHOLD & MEDICARE	75.00 78,800.28
					Total :	78,875.28
2 Vouchers for bank code : ubgen					Bank total :	105,730.07
2 Vouchers in this report					Total vouchers :	105,730.07

Prepared by: 
Date: 1-14-21

Approved by: 
Date: 1/14/21

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
468093	1/18/2021	10959 VANTAGE TRANSFER AGENT/457	PPE 01/06/21		ICMA - 457	30,119.22
					Total :	30,119.22
468107	1/18/2021	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 01/06/21		RETIREE HSA	4,014.90
					Total :	4,014.90
2 Vouchers for bank code : ubgen						Bank total : 34,134.12
2 Vouchers in this report						Total vouchers : 34,134.12

Prepared by: 
Date: 1-14-21
Approved by: 
Date: 1/14/21

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
1213	1/20/2021	10353 PERS	01 21 3		RETIREMENT PAYMENT	121,227.52	
						Total :	121,227.52
1 Vouchers for bank code : ubgen						Bank total :	121,227.52
1 Vouchers in this report						Total vouchers :	121,227.52

Prepared by: 
Date: 1-14-21

Approved by: 
Date: 1/14/21

City of Santee
COUNCIL AGENDA STATEMENT

Item 4

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE APPROVAL OF THE EXPENDITURE OF \$55,349.10 FOR DECEMBER 2020 LEGAL SERVICES AND REIMBURSABLE COSTS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance *TM*

SUMMARY

Legal services invoices proposed for payment for the month of December 2020 total \$55,349.10 as follows.

1) General Retainer Services	\$ 15,510.00
2) Labor & Employment	9,153.70
3) Litigation & Claims	8,892.10
4) Special Projects - General Fund	9,793.70
5) Special Projects – Other Funds	119.50
6) Third-Party Reimbursable Projects	<u>11,880.10</u>
Total	<u>\$ 55,349.10</u>

FINANCIAL STATEMENT *TM*

Account Description: Legal Services

	<u>AMOUNT</u>	<u>BALANCE</u>
General Fund:		
Adopted Budget	\$ 717,120.00	
Revised Budget	\$ 757,120.00	
Prior Expenditures	(199,828.89)	
Current Request	(43,349.50)	\$ 513,941.61
Other Funds (excluding third-party reimbursable items):		
Adopted Budget	\$ 1,000.00	
Revised Budget	\$ 85,000.00	
Prior Expenditures	(2,609.70)	
Current Request	(119.50)	\$ 82,270.80

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION *MSB*

Approve the expenditure of \$55,349.10 for December 2020 legal services and reimbursable costs.

ATTACHMENTS (Listed Below)

1. Legal Services Billing Summary December 2020
2. Legal Services Billing Recap FY 2020-21

LEGAL SERVICES BILLING SUMMARY
December 2020

Attachment 1

DESCRIPTION	CURRENT AMOUNT	INVOICE NUMBER	NOTES
Retainer 1001.00.1201.51020	\$ 15,510.00 <u>15,510.00</u>	894427	
Labor & Employment: Labor & Employment Employee Benefits 1001.00.1201.51020	 8,102.10 1,051.60 <u>9,153.70</u>	 894403 894422	
Litigation & Claims: Litigation & Claims Zulauf Receivership Parcel 4 Litigation Brooks Receivership 1001.00.1201.51020	 4,183.00 94.00 4,039.10 576.00 <u>8,892.10</u>	 894404 894415 894407 894409	
Special Projects (General Fund): Community Oriented Policing Theater Climate Action Plan CEQA Special Advice Water Quality General Elections Housing Element Verizon Wireless (pre-app) 1001.00.1201.51020	 349.90 119.50 454.10 573.60 478.00 4,110.80 310.70 122.80 <u>6,519.40</u>	 894405 894410 894414 894418 894417 894419 894406 894420	
Special Projects - COVID-19 (General Fund) COVID-19 Emergency Response 1001.99.9001.51020	 <u>3,274.30</u>	 894428	
Special Projects (Other Funds): Cuyamaca Street Right-of-Way Acquisition	 119.50 <u>119.50</u>	 894408	 cip71402.30.05
Third-Party Reimbursable: Parcel 4 Hotel MSCP Subarea Plan MSCP Subarea Plan HomeFed Project Rockvill Self Storage Redevelopment of Carlton Oaks All Right Storage Arco Station	 95.60 30.70 431.10 2,467.80 1,063.00 3,692.00 1,166.60 2,933.30 <u>11,880.10</u>	 894424 894412 894412 894413 894416 894421 894423 894426	 excelena.10.05 spp1704a.10.05 spp2101a.91.05 spp1704a.10.05 mr20001a.10.05 cup1906a.10.05 cup1905a.10.05 cup2003a.10.05
Total	 <u>\$ 55,349.10</u>		

**LEGAL SERVICES BILLING RECAP
FY 2020-21**

Attachment 2

<u>Category</u>	<u>Adopted Budget</u>	<u>Revised Budget</u>	<u>Previously Spent Year to Date</u>	<u>Available Balance</u>	<u>Current Request Mo/Yr</u>	<u>Amount</u>
General Fund:						
General / Retainer	\$ 186,120.00	\$ 186,120.00	\$ 77,881.83	\$ 108,238.17	Dec-20	\$ 15,510.00
Labor & Employment	60,000.00	60,000.00	8,030.40	51,969.60	Dec-20	9,153.70
Litigation & Claims	210,000.00	210,000.00	32,757.00	177,243.00	Dec-20	8,892.10
Special Projects	261,000.00	301,000.00	81,159.66	219,840.34	Dec-20	9,793.70
Total	\$ 717,120.00	\$ 757,120.00	\$ 199,828.89	\$ 557,291.11		\$ 43,349.50
Other City Funds:						
Highway 52 Coalition	\$ 5,000.00	\$ 5,000.00	\$ 95.60	\$ 4,904.40		\$ -
MHFP Commission	5,000.00	5,000.00	23.90	4,976.10		-
Capital Projects	-	75,000.00	2,490.20	72,509.80	Dec-20	119.50
Total	\$ 10,000.00	\$ 85,000.00	\$ 2,609.70	\$ 82,390.30		\$ 119.50
Third-Party Reimbursable:						
Total			\$ 438,408.51		Dec-20	\$ 11,880.10

Total Previously Spent to Date FY 2020-21	
General Fund	\$ 199,828.89
Other City Funds	2,609.70
Applicant Deposits or Grants	438,408.51
Total	\$ 640,847.10

Total Proposed for Payment	
General Fund	\$ 43,349.50
Other City Funds	119.50
Applicant Deposits or Grants	11,880.10
Total	\$ 55,349.10

City of Santee
COUNCIL AGENDA STATEMENT

Item 5

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE **APPROPRIATION OF FUNDING FOR SAN DIEGO RIVER CLEANUP ACTIVITIES**

DIRECTOR/DEPARTMENT Bill Maertz, Community Services

SUMMARY

On August 12, 2020, the City Council approved an Amended and Restated Exclusive Franchise Agreement for Solid Waste Management Services ("Agreement") with USA Waste of California, Inc (dba Waste Management). Among fees and consideration payable to the City under the Agreement, Section 3.8 provides that Waste Management shall annually contribute the sum of Twelve Thousand Dollars (\$12,000) to be used for San Diego River cleanup and mitigation efforts. Payments will be received quarterly. A total of \$6,000 will be received during the remainder of Fiscal Year 2021.

City staff provides as-needed refuse removal service within the San Diego River, often in response to illegal dumping and homeless encampments. More comprehensive efforts to remove widely distributed trash and invasive plant species have been coordinated by the San Diego River Park Foundation, with support from City staff. In 2019, the Foundation organized 30 trash mapping events and performed 33 cleanup events, removing 105,555 pounds of trash.

In addition to trash removal, the Foundation also conducts monthly water quality monitoring within the City of Santee and operates a River Park Watch Program in which an all-volunteer citizen science team conducts monthly monitoring of the health of the San Diego River.

Staff recommends that the City of Santee allocate \$6,000 during Fiscal Year 2021 to the San Diego River Park Foundation in support of its river cleanup programs within the City of Santee. The San Diego River Park Foundation is a registered 501c3 nonprofit corporation (EIN 01-0565671).

FINANCIAL STATEMENT *tm*

Funding for this purpose is available from funds to be contributed to the City by USA Waste of California, Inc (dba Waste Management).

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION *MDB*

Appropriate \$6,000 in Fiscal Year 2021 to the San Diego River Park Foundation in support of its river cleanup programs within the City of Santee

ATTACHMENTS

None

City of Santee
COUNCIL AGENDA STATEMENT

Item 6

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, APPROVING THE 2021 ACTIVE SANTEE PLAN AND A CATEGORICAL EXEMPTION DETERMINATION PURSUANT TO SECTIONS 15301 AND 15304 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DIRECTOR/DEPARTMENT Melanie Kush, Development Services *MK*

SUMMARY The City of Santee's Active Santee Plan is the combination of a comprehensive update of the 2009 Bicycle Master Plan and a Pedestrian Master Plan. In compliance with the Complete Streets Act (AB 1358) new policies were developed by the Active Santee Plan which provides a framework for the future development of the City's bicycle and pedestrian network and makes the City eligible for local, State, and Federal active transportation funding. The goal of the plan is to build a functional and convenient bicycle and pedestrian network as an integral part of the City's transportation system and to make cycling and walking viable options for commuting, shopping, and exercising. The anticipated increase in residents choosing to ride bicycles or walk offers benefits in health, for the environment, and in cost savings versus driving. It will help make Santee a greener, healthier, and more sustainable community.

The Active Santee Plan was developed with community input through an extensive review process. The proposed system includes the addition of approximately 16 miles of bikeway facilities, 126,000 feet of missing sidewalks, and 155 curb ramps. The planned system builds upon existing facilities in the City through enhancements to overall connectivity, additional and enhanced support facilities, and safety programs for residents.

ENVIRONMENTAL REVIEW The project is categorically exempt from environmental review pursuant to the following Sections of the Guidelines to the California Environmental Quality Act (CEQA): Section 15301, "Existing Facilities"; and Section 15304, "Minor Alterations to Land". None of the exceptions in Section 15300.2 apply to the Project. Therefore, a Notice of Exemption has been prepared for the Project.

FINANCIAL STATEMENT *m* The update of the Active Santee Plan was funded with a \$240,802 Caltrans grant with City matching funds in the amount of \$31,198.

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION *MSB*

Adopt the Resolution

1. Approving the Notice of Exemption as complete and in compliance with the requirements of the California Environmental Quality Act (CEQA); and
2. Approving the 2021 Active Santee Plan.

ATTACHMENTS

Staff Report

Resolution

Notice of Exemption

Active Santee Plan Planned Bicycle Network Exhibit

Active Santee Plan Sidewalk Locations Exhibit

Active Santee Plan

STAFF REPORT

APPROVING THE 2021 ACTIVE SANTEE PLAN AND A CATEGORICAL EXEMPTION DETERMINATION PURSUANT TO SECTIONS 15301 AND 15304 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY COUNCIL MEETING: JANUARY 27, 2021

A. BACKGROUND

Bicycle and pedestrian facilities are integral parts of the transportation system. There are numerous benefits to cycling and walking which include health, environmental and economic reasons. Cycling and walking can reduce stress, help lose weight, and improve heart and lung fitness. It is environmentally friendly with zero emission and offers cost savings versus driving.

A project working group was formed to guide the development of the plan with stake holders from multiple interest groups including the bicycle community, Sheriff, Fire, and School District, etc. The City's existing bicycle and pedestrian network was reviewed to identify future needs. Three community outreach activities were held along with an online platform for public input in order to involve the public and collect additional information on City's bicycling and walking needs. Three critical overall issues were identified for consideration during plan preparation: 1) the community desires a comprehensive bikeway and walkway system that provides a network of facilities throughout the City, 2) the community considers gap closure as a top priority for the plan, and 3) as the community grows, the bikeway and walkway system should be extended and integrate new developments.

An active transportation plan ensures bicycling and walking needs of Santee residents are addressed, provides a framework for the future development of the City's active transportation network, and also makes the City eligible for local, State, and Federal funding for active transportation projects. The Plan consists of recommended pedestrian and bicycle infrastructure projects, as well as supporting programs to consider. Infrastructure implementation will occur through a variety of means, such as frontage improvements through property development and redevelopment, impact fees, capital improvement projects, and the pursuit of grant funding sources. A variety of funding sources were identified in the Plan to help achieve these goals.

B. BICYCLE SYSTEM

The proposed 2021 Active Santee Plan includes a comprehensive review and update of the bicycle system and the City's 2009 *Bicycle Master Plan*.

The proposed bicycle network includes approximately 16 miles of new bikeway facilities throughout the City, in addition to the 50 miles already in place. The proposed facilities are composed of 5 miles of bicycle paths (Class 1), 6 miles of bicycle lanes

(Class 2), and 1 mile of signed bicycle routes (Class 3), as well as 5 miles of multi-use path. The Class 1 bicycle paths and multi-use paths will also serve pedestrians. The attached map illustrates the proposed bikeway system. One key aspect of this Plan is the completion of San Diego River Trail, which will provide an east-west corridor through the center of the City and add a Santee link into the regional bikeway system, connecting Lakeside and San Diego.

The bicycle system builds upon Santee's existing bicycle facilities through 1) enhancements to overall connectivity and gap closures; 2) new and enhanced bicycle support facilities; 3) Trail Access Enhancements; and 4) safety and education programs for residents.

C. PEDESTRIAN SYSTEM

The proposed 2021 Active Santee Plan developed the first Santee comprehensive pedestrian master plan.

The proposed pedestrian network includes approximately 24 miles (126,000 feet) of new sidewalks throughout the City, in addition to the 201 miles already in place. The proposed facilities also include 124 new pedestrian ramps and 31 retrofitted ramps to be ADA compliant. The attached map illustrates the locations of proposed walkway projects. The main purpose of the proposed facilities is to fill the gaps in the existing system to provide a complete pedestrian network throughout the city.

The pedestrian system builds upon Santee's existing pedestrian facilities through 1) enhancements to overall connectivity and gap closures; 2) ADA compliance upgrades; and 3) safety and education programs for residents.

D. ANALYSIS

General Plan Consistency – The proposed Active Transportation Plan is consistent with the *General Plan Mobility Element* and *Trails Element*. The overall goal of the Mobility Element is to establish a multi-modal transportation network to support safe and efficient movement of people and goods, both now and in the future. The City's growth has necessitated a plan to not only better address local bicycle and pedestrian travel needs, but also to better serve regional long-distance travel and promote tourism. The resulting Active Santee Plan document is consistent with General Plan Mobility Element goals and objectives to "maintain a comprehensive bicycle route system" and "encourage the use of alternative transportation modes, such as walking and cycling". It should also be responsive to future land use changes that may affect circulation patterns consistent with the Mobility Element.

Land Use Compatibility – The Active Santee Plan attempts to maximize the efficiencies of multi-modal connections between mass transit and bikeways/walkways, and promote bicycling and walking as a viable alternative to the automobile in a climate that is conducive to active transportation. It also provides a more convenient active transportation system for users who do not have ready access to motor vehicles.

The proposed active transportation system, policies, and actions are a result of community input and review, and an evaluation of a variety of issues such as existing and proposed land uses, activity nodes, employment centers, traffic conditions, and population densities. As such, the proposed network, coupled with education and enforcement, will create a more bicycle and pedestrian friendly community. The anticipated result is an increase in commuters choosing active transportation.

Many of the proposed improvements identified in the Active Santee Plan are also included in the City's adopted Fiscal Year 2020-2024 Capital Improvement Program, such as the Safe Routes to Schools Program, and the Citywide Sidewalk Program. The Active Santee Plan provides cost estimates which may be applied to updates to the Capital Improvement Program, and, as a requirement for grant applications, allows potential state and federal grant sources to be applied.

E. ENVIRONMENTAL REVIEW

A Notice of Exemption has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and is recommended for approval.

Bicycle and pedestrian travel are environmentally friendly means of transportation as they encourage physical activity and recreation, and there are no associated tailpipe emissions, hazardous materials, wastewater discharges, water quality, noise, or housing impacts. Implementation of the proposed Active Santee Plan would promote bicycling and walking as viable alternatives to private automobiles. A significant portion of the proposed Plan relates to policy guidelines which are not site specific and would therefore not result in adverse affects on the environment. Bike routes and walkways proposed in the plan are conceptual in nature, and existing paved roads already contain traffic signals, signs, striping, crosswalks, and curb markings. As such, signing and striping to designate the proposed Class 2 and 3 bicycle routes, as well as closing sidewalk gaps in existing city right of way would not degrade environmental quality. Proposed new facilities would also be subject to future environmental review if and when site specific proposals are developed and would, therefore, not result in any adverse effects on the environment at this time.

F. STAFF RECOMMENDATIONS

1. Authorize the filing of the Notice of Exemption as complete and in compliance with the requirements of the California Environmental Quality Act (CEQA); and
2. Adopt the Resolution approving the 2021 Active Santee Plan.

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA, APPROVING THE 2021 ACTIVE SANTEE PLAN AND A
CATEGORICAL EXEMPTION DETERMINATION PURSUANT TO SECTIONS 15301
AND 15304 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, Policy 7.1 of the Mobility Element of the General Plan requires the City to continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways through the regular update of the City's Bicycle Master Plan; and

WHEREAS, Policy 7.3 of the Mobility Element promotes the development of hiking and biking trails along the San Diego River in conjunction with the San Diego River Plan; and

WHEREAS, Policy 8.1 of the Mobility Element further encourages "the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways"; and

WHEREAS, in furtherance of Mobility Element goals and policies, a city-wide comprehensive plan such as the Active Santee Plan provides a framework for the continued development of the City's bicycle and pedestrian network; and

WHEREAS, the Active Santee Plan replaces and updates the 2009 Bicycle Master Plan and includes a comprehensive pedestrian master plan; and

WHEREAS, an Active Santee Plan is required for the City to be eligible for federal grant funding; and

WHEREAS, the project is categorically exempt from environmental review pursuant to the following Sections of the Guidelines to the California Environmental Quality Act (CEQA): Section 15301, "Existing Facilities"; and Section 15304, "Minor Alterations to Land".

NOW, THEREFORE BE IT RESOLVED that the City Council does hereby:

SECTION 1: Compliance with CEQA and Findings on Environmental Impacts. Find the Active Santee Plan is categorically exempt from environmental review pursuant to State CEQA Guidelines Sections 15301, as activities such as restriping for bicycle facilities involves minor alterations to existing facilities that will result in negligible or no expansion of use. The plan is also consistent with Section 15304 of the CEQA Guidelines because future improvements will involve minor public alterations in the condition of land and/or vegetation which does not involve the removal of healthy, mature, scenic trees.

The City Council finds that none of the exceptions listed in CEQA Guidelines Section 15300.2, entitled "Exceptions", are applicable to the project. Specifically, the Council finds the Active Santee Plan will be conducted within the existing and intended public right of way and not an environmental resource of hazardous or critical concern.

RESOLUTION NO. _____

Cumulative impacts are not significant due to the project location outside of environmentally sensitive resources. There is no reasonable possibility or unusual circumstance that would result from the plan or from plan implementation activities within the existing or intended public right-of-way. There are no designated scenic highways within the City of Santee. The City of Santee public right-of-way and intended public right-of-way is not listed as a hazardous waste site and the project limits would not include historical resources within the City of Santee.

SECTION 2: Approval of Project. Approve the 2021 Active Santee Plan.

SECTION 3: Notice of Exemption. Authorize the filing of the Notice of Exemption as complete and in compliance with the requirements of the California Environmental Quality Act (CEQA).

SECTION 4: Location of Documents. The documents and materials that constitute the record of proceedings on which these findings have been based are located at 10601 Magnolia Avenue, Santee, CA 92071

ADOPTED by the City Council of the City of Santee, California, at a regular meeting thereof held this 27th day of January, 2021, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

JOHN W. MINTO, MAYOR

ATTEST:

ANNETTE ORTIZ, CMC, CITY CLERK

NOTICE OF EXEMPTION

<input type="checkbox"/>	TO: Office of Planning and Research P. O. Box 3044, Room 113 Sacramento, CA 95812-3044	FROM: City of Santee, Department of Development (Public Services Agency)
<input checked="" type="checkbox"/>	County Recorder County of San Diego P.O. Box 121750 San Diego, CA 92112-1750	Address 10601 Magnolia Avenue Building 4 Santee, CA 92071

1.	Project Title:	Active Santee Plan
2.	Project Applicant:	Minjie Mei City of Santee 10601 Magnolia Avenue Santee, CA 92071 (619) 258-4100 x189
3.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15’ or 7 1/2’ topographical map identified by quadrangle name):	Citywide
4.	(a) Project Location – City: Santee	(b) Project Location – County: San Diego
5.	Description of nature, purpose, and beneficiaries of Project:	This Active Santee Plan (ASP) is the City of Santee’s Active Transportation Plan. The ASP focuses on enhancing the safety and comfort of existing pedestrian and bicycle facilities, identifying needed improvements to the system, as well as increasing connectivity to key attracting land uses, such as schools, employment centers, retail districts, and recreational areas. The final project recommendations are supported by implementation measures consisting of a prioritization process, project descriptions, cost estimates, and conceptual designs. The Plan replaces and updates the City’s Bicycle Master Plan and creates a Pedestrian Master Plan.
6.	Name of Public Agency approving project:	City of Santee 10601 Magnolia Avenue Santee, CA 92071
7.	Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity:	Minjie Mei City of Santee 10601 Magnolia Avenue Santee, CA 92071 (619) 258-4100 x189
8.	Exempt status: (check one)	

(a)	<input type="checkbox"/>	Ministerial project.	(Pub. Res. Code § 21080(b)(1); State CEQA Guidelines § 15268)
(b)	<input type="checkbox"/>	Not a project.	
(c)	<input type="checkbox"/>	Emergency Project.	(Pub. Res. Code § 21080(b)(4); State CEQA Guidelines § 15269(b),(c))
(d)	<input checked="" type="checkbox"/>	Categorical Exemption. State type and section number:	Section 15301, Existing Facilities Section 15304, Minor Alterations to Land
(e)	<input type="checkbox"/>	Declared Emergency.	(Pub. Res. Code § 21080(b)(3); State CEQA Guidelines § 15269(a))
(f)	<input type="checkbox"/>	Statutory Exemption. State Code section number:	
(g)	<input type="checkbox"/>	Other. Explanation:	
9. Reason why project was exempt:			
<p>The project is a policy plan that proposes future improvements within the existing and intended public right-of-way consistent with Section 15301 of the CEQA Guidelines such as restriping for bicycle facilities. The plan is also consistent with Section 15304 of the CEQA Guidelines because future improvements will involve minor public alterations in the condition of land and/or vegetation which does not involve the removal of healthy, mature, scenic trees.</p> <p>None of the exceptions listed in CEQA Guidelines Section 15300.2, entitled "Exceptions", are applicable to the project. Section 13000.2(a) discusses project location relative to an environmental resource of hazardous or critical concern where designated, mapped, and officially adopted pursuant to law by federal, state or local agencies; this subsection does not apply to the project because any future improvements envisioned by the plan will be conducted within the existing and intended public right-of-way. Section 13000.2(b) discusses the cumulative impact of successive projects of the same type in the same place; this subsection does not apply because cumulative impacts are considered less than significant due to the project location outside of environmentally sensitive resources. Section 13000.2(c) discusses significant effects on the environment of the project activity; this subsection does not apply because there is no reasonable possibility or unusual circumstance that would result from the plan or from plan implementation activities within the existing or intended public right-of-way. Section 13000(d) discusses scenic highways and damage to related scenic resources; this section does not apply because there are no designated scenic highways within the City of Santee. Section 13000(e) discusses hazardous waste sites including those listed pursuant Section 65962.5 of the Government Code; this section does not apply because the City of Santee public right-of-way and intended public right-of-way is not listed as a hazardous waste site. Section 13000(f) discusses changes to historical resources; this subsection does not apply because the project limits would not include historical resources within the City of Santee.</p>			
10.	Lead Agency Contact Person:		Minjie Mei, Principal Traffic Engineer
	Telephone:		(619) 258-4100 x189
11.	If filed by applicant: Attach Preliminary Exemption Assessment (Form "A") before filing.		
12.	Has a Notice of Exemption been filed by the public agency approving the project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
13.	Was a public hearing held by the Lead Agency to consider the exemption? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, the date of the public hearing was:		

Signature: _____ Date: _____ Title: Principal Planner

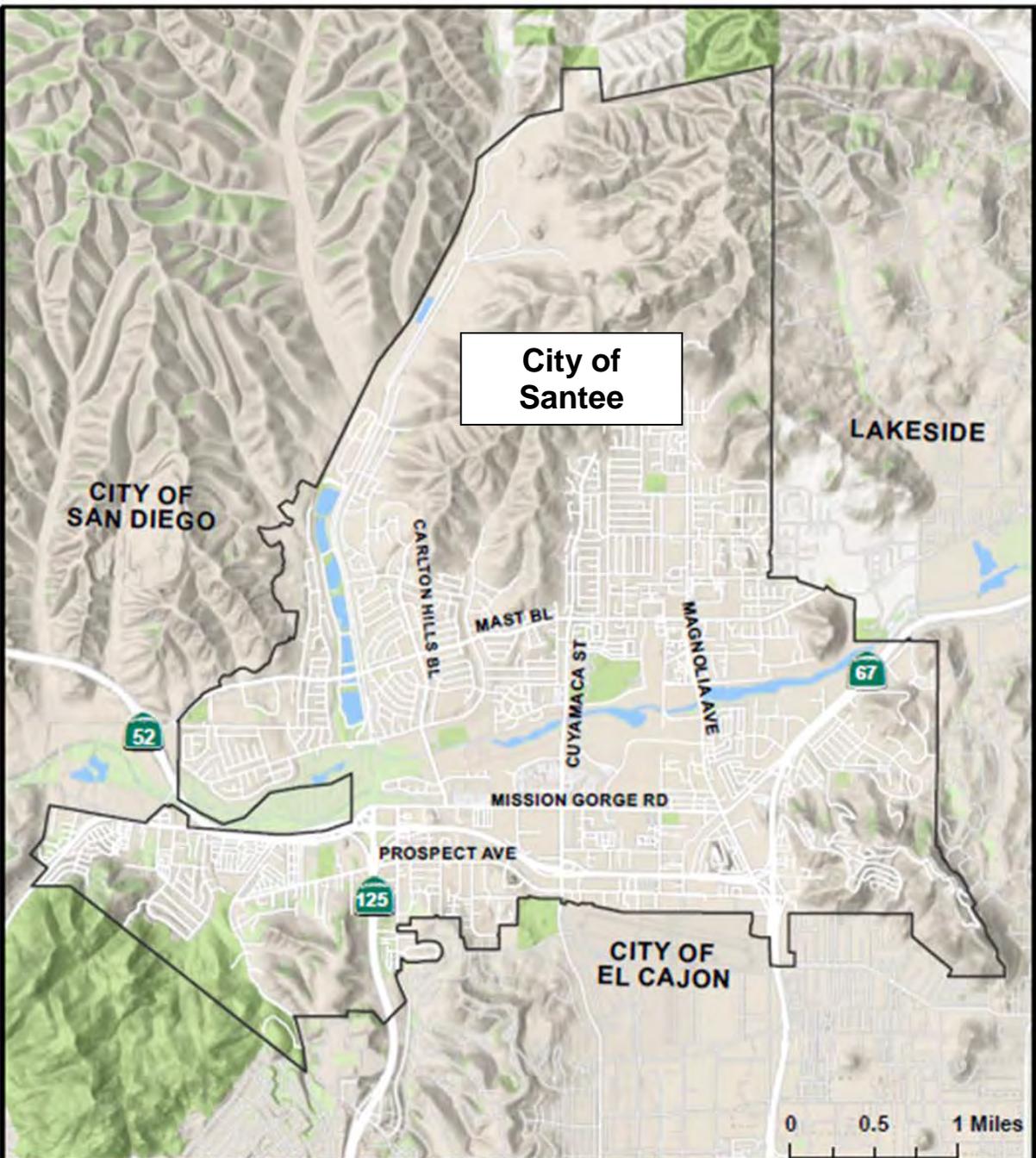
Name: Chris Jacobs, City of Santee Planning Division (619-258-4100, ext. 182)

Signed by Lead Agency Signed by Applicant

Date Received for Filing: _____

(Clerk Stamp Here)

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



The City of Santee
 Department of Development Services



10601 Magnolia Ave.
 Santee, CA 92071
 (619) 258-4100

Location Map

N



Exhibit A

Planned Bicycle Facilities

- - - - - Class I Bike Path
- - - - - Class II Bike Lane
- - - - - Class II Buffered Bike Lane
- - - - - Class III Bike Route
- - - - - Multi-Use Path (Paved)
- - - - - Multi-Use Path (Unpaved)

Existing Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)
-  US Bike Route 90

SAN DIEGO

SAN DIEGO COUNTY

SANTEE

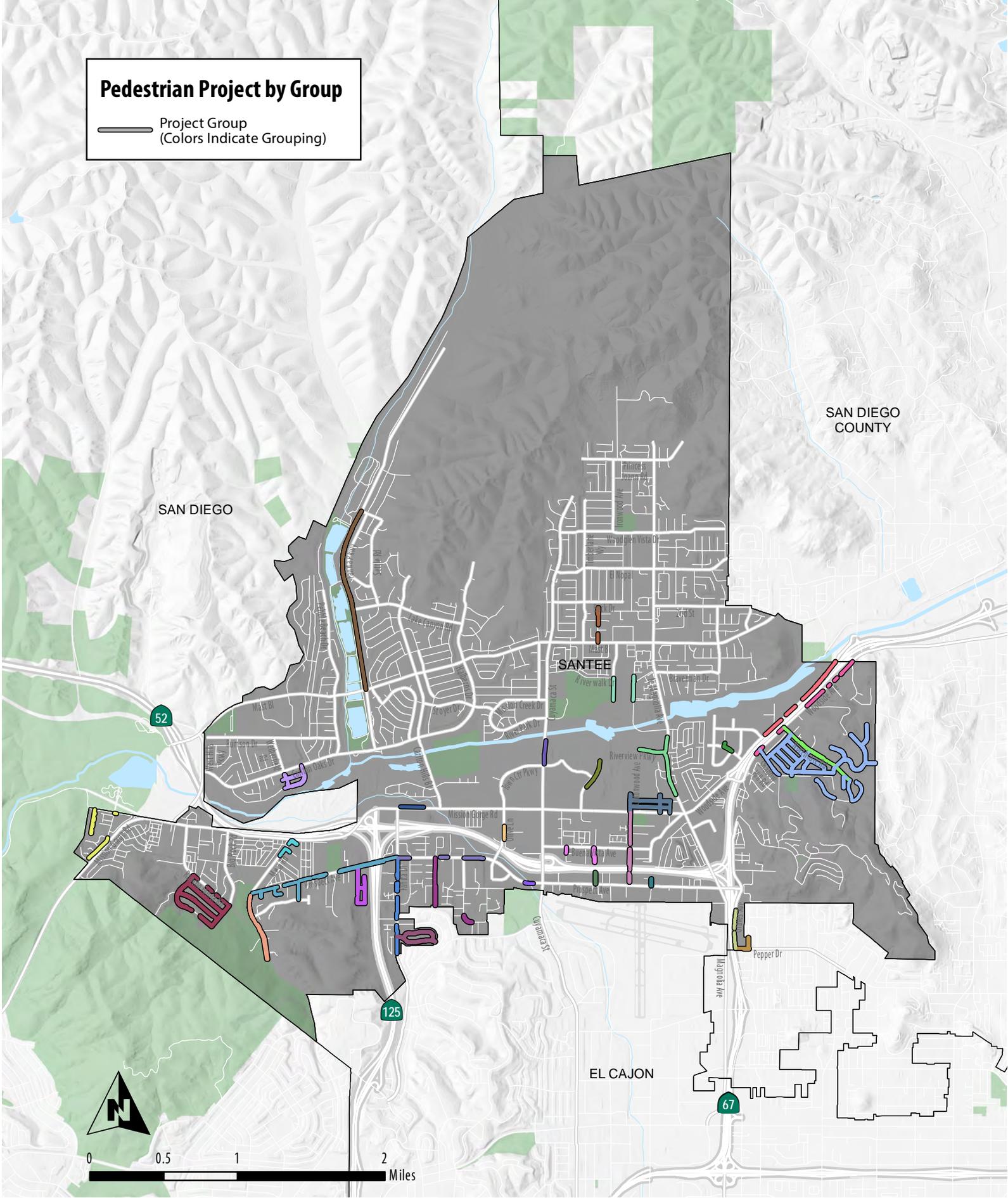
EL CAJON



Planned Bicycle Network

Pedestrian Project by Group

Project Group
(Colors Indicate Grouping)



Sidewalk Project Locations



City of Santee

Active Santee Plan

January 2021

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- A: Caltrans Checklist
- B: Existing Conditions Report
- C: Community Engagement Summaries
- D: User Needs Assessment Memo
- E: Prioritization Results
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Acknowledgements

City Council

John W. Minto, Mayor
Laura Koval, Council Member
Ronn Hall, Council Member
Dustin Trotter, Council Member
Rob McNeils, Council Member

A special thank you to former City of Santee Librarian, Cheryl Cosart, for helping to engage the public in the Active Santee Plan development.

City Staff

Minjie Mei, Project Manager
Tom Romstad, Community Services Department

Project Working Group

Brandon Tobias, Caltrans District 11
Mario Sanchez, City of El Cajon
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Susie Murphy, San Diego Mountain Biking Association
Julia Richards, San Diego River Conservancy
Dustin Harrison, San Diego River Conservancy
Rob Hutsel, San Diego River Park Foundation
Kristen Dare, Santee Chamber of Commerce
Deputy Chief Tim Stuber, Santee Fire Department
Charles Myers, Santee School District

Consultant Team

Chen Ryan Associates



Executive

Summary

Community Engagement

Different engagement methods were used to maximize the reach of the outreach process, to engage different segments of the population, and to make providing input as convenient as possible. The public participation strategy took into consideration the varying schedules and availability of community members to attend regular City meetings. Considering this, various outreach strategies were held over the course of the project, including the convening of a Project Working Group (PWG) at key project milestones, the creation and maintenance of a project website, the development and distribution of a questionnaire available in-person and online, and pop-up workshops at community events.

Project Working Group

The PWG was established with representatives of various organizations, intended to represent the interests of groups with some role in walking and/or bicycling in the City of Santee. Early in the project, an invitation was extended to different entities requesting their participation throughout the planning process. Each PWG member was tasked with representing their unique perspective, identifying priorities, and providing feedback on draft deliverables. Additionally, the PWG reported back to the organizations they represented, helping spread the word about the plan development and opportunities for the public to participate.

A total of three PWG meetings were held throughout the project.

- PWG #1 – Priorities for active transportation
- PWG #2 – Existing conditions
- PWG #3 – Recommendation development and refinement

Project Website and Questionnaire

The Active Santee Plan had a designated website – activesantee.com – which informed residents about the planning process, upcoming events, and provided a mechanism for community members to submit comments and questions about the plan.

The planning process included a questionnaire, designed to solicit information which would help the project team identify active transportation travel patterns, problems areas and the priorities of residents. Paper copies of the questionnaire were made available at all of the events the outreach team attended. The questionnaire was also available online if residents preferred taking it electronically.

Pop-Up Events

The project team made an effort to attend scheduled community events and host “pop-up” workshops consisting of project fact sheets, questionnaires, large scale maps of the city and transportation infrastructure, and project team members available to discuss the project.

The pop-up events gave the project team the opportunity to interact with residents of the City and hear first-hand any concerns and/or questions community members had about the Active Santee Plan.

Events attended included:

- Santee Street Fair: May 25, 2019
- Two summer concerts in the park: June 20, 2019 & July 11, 2019.

Existing Conditions

An extensive research and data collection effort was undertaken at the project onset to inform the identification of existing issues and opportunities. This information was analyzed and memorialized in an Existing Conditions Report (ECR), documenting the state of pedestrian and bicycle demand, facility quality, network connectivity, and user safety in Santee.

Key opportunities identified through the existing conditions process include building from existing community assets like the San Diego River Trail, Forrester Creek Trail and pathways around the Town Center. Constraints facing active transportation include the large intersections, wide roadways, and high volumes of vehicular traffic on major arterials. These findings, along with the themes identified throughout the community engagement process played a large role in the formulation of project recommendations.



Bike Route Sign

Goals, Objectives, and Policies

The community engagement and existing conditions findings were used to develop the goals intended to guide development of the plan recommendations and future pedestrian and bicycle activities in the City. The goals were supported by a series of objectives, policies, and performance indicators, covering topics related to the five E's of planning: engineering, education, encouragement, enforcement, and evaluation. The following four overarching goals were identified as desired future outcomes for active transportation within Santee:

- A balanced, interconnected multimodal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of Santee community members and travel generated by planned land uses.
- Encourage alternative means of transportation on a regional and community scale for all trip types: work commute, school commute, errands and recreation.
- Designate the location and the appropriate type of bikeways and paved bicycle trails that would have the greatest potential to serve the commuter and recreational needs of the community of Santee.
- To create an environment that allows for school aged children to safely walk and ride their bicycles to school on convenient and connected networks.

Recommendations

In addition to goals, objectives, and policies, the ASP includes recommendations consisting of sidewalk infill and curb ramp locations, a bicycle network, trail accessibility enhancements, and programmatic recommendations. The recommendations sought to address the key themes gathered through the community engagement activities taking into consideration of the opportunities and constraints identified through the existing conditions analysis.

Sidewalk Infill Groupings

A citywide sidewalk and curb ramp inventory process was undertaken as part of the existing conditions analysis. The locations identified as missing sidewalks were then reviewed and grouped together to form sidewalk infill projects based on location proximity, while also taking project size into consideration. The resulting sidewalk infill projects are depicted in **Figure ES.1**.



Woodglen Vista Park

Bicycle Network Improvements

Recommended bicycle facilities consist of three classifications recognized by Caltrans: Class I Bike Paths, Class II Bike Lanes (buffered and non-buffered), and Class III Bike Routes. Additionally, paved multi-use paths, similar to Class I Bike Paths, were also recommended. The multi-use paths largely align with recommendations set forth in other planning documents around the Santee Town Center, the Mission Gorge Road corridor and Fanita Parkway.

Figure ES.2 provides a depiction of the four bicycle facilities included in this document, while the planned bicycle network is also shown in **Figure ES.3**.

In addition to the bicycle network, a pilot location for the installation of green conflict paint is recommended. Colored pavement within a bicycle lane increases the visibility of the facility, identifies areas of conflict and reinforces priority to bicyclists in conflict areas. Based on the review of need through the existing conditions analysis, consideration for green paint use is recommended at the Mission Gorge Road & SR-125 intersection.

The ASP also provides an inventory of traffic signals within the City of Santee, distinguishing between locations that have bike detection, do not have detection, or have detection in select directions. Signals that do not currently have full bicycle detection are recommended to be upgraded.



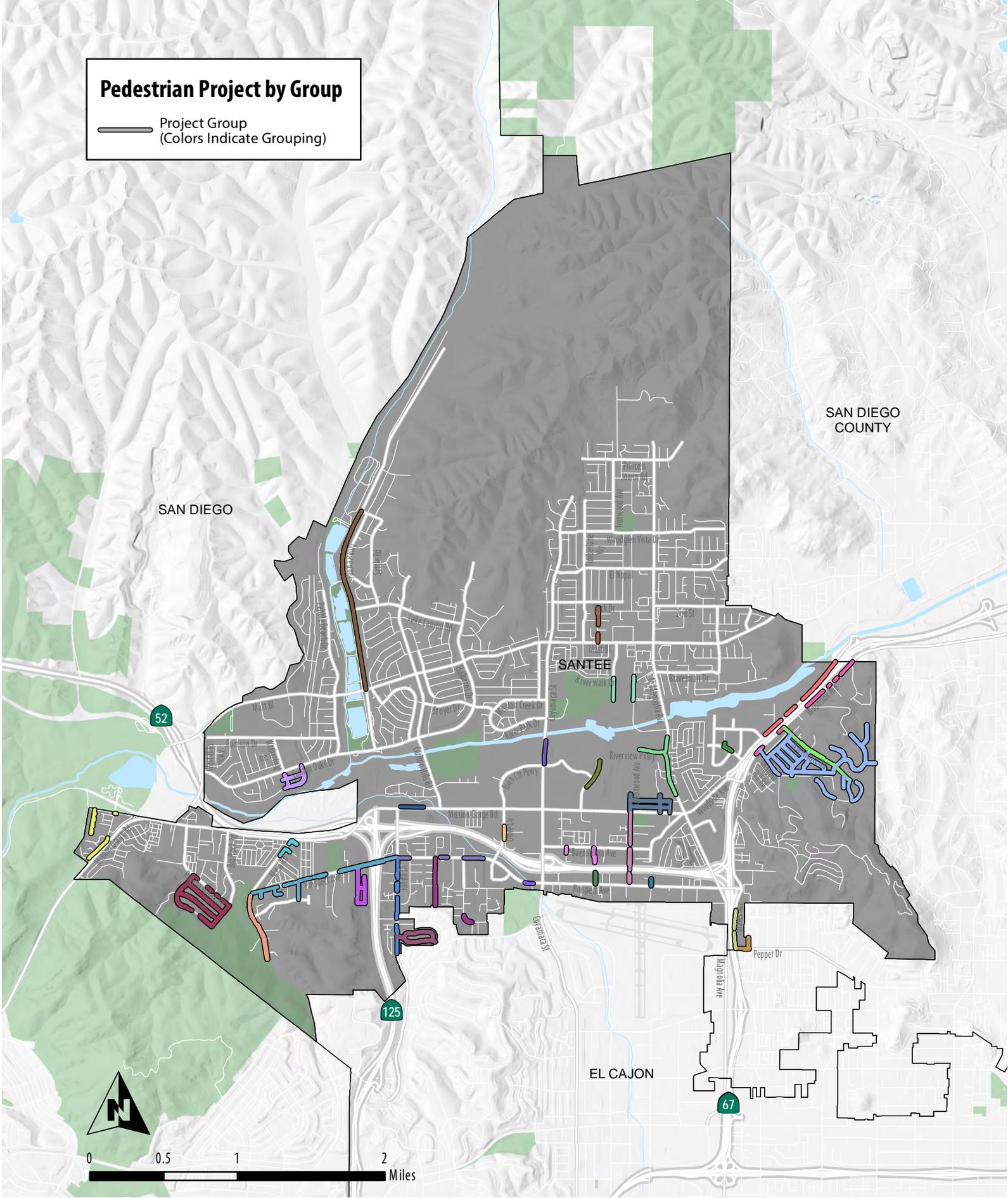
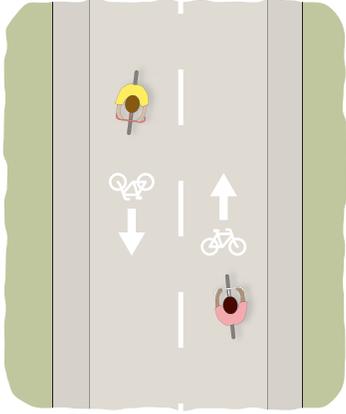
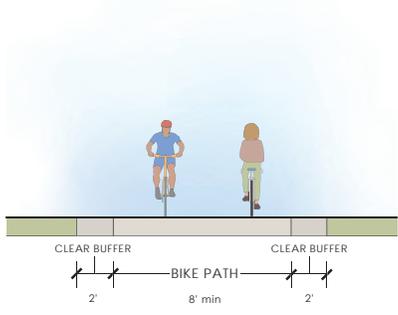
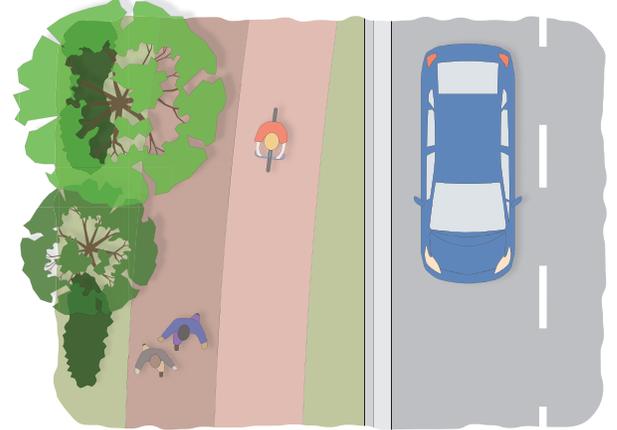
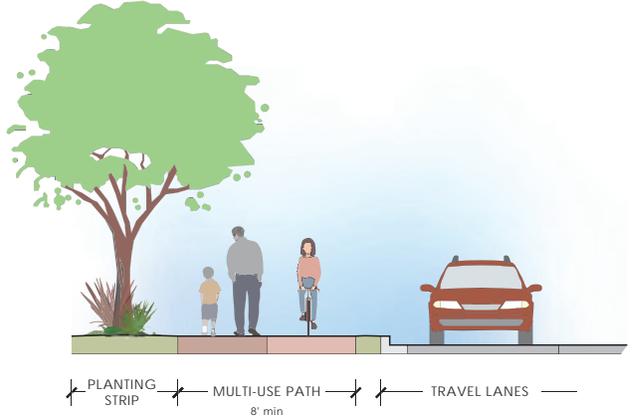
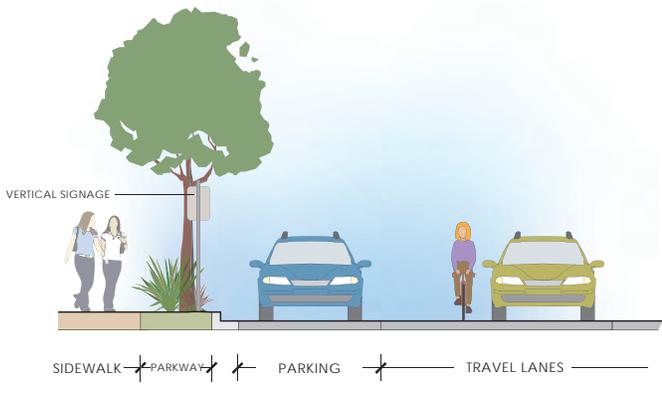
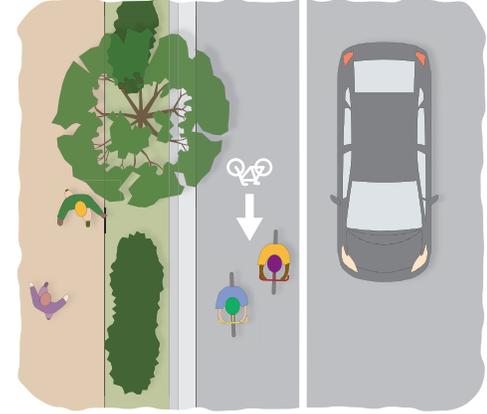
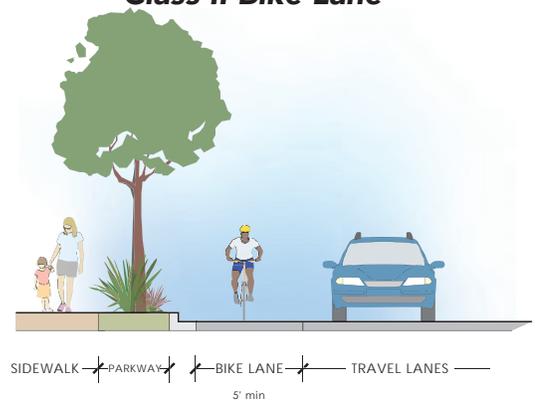


Figure ES.1 Sidewalk Infill Locations

Class I Bike Path



Class II Bike Lane



Class III Bike Route

Multi-Use Paths

Figure ES.2 Bicycle Facility Types

Planned Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)

Existing Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)
- 90 US Bike Route 90

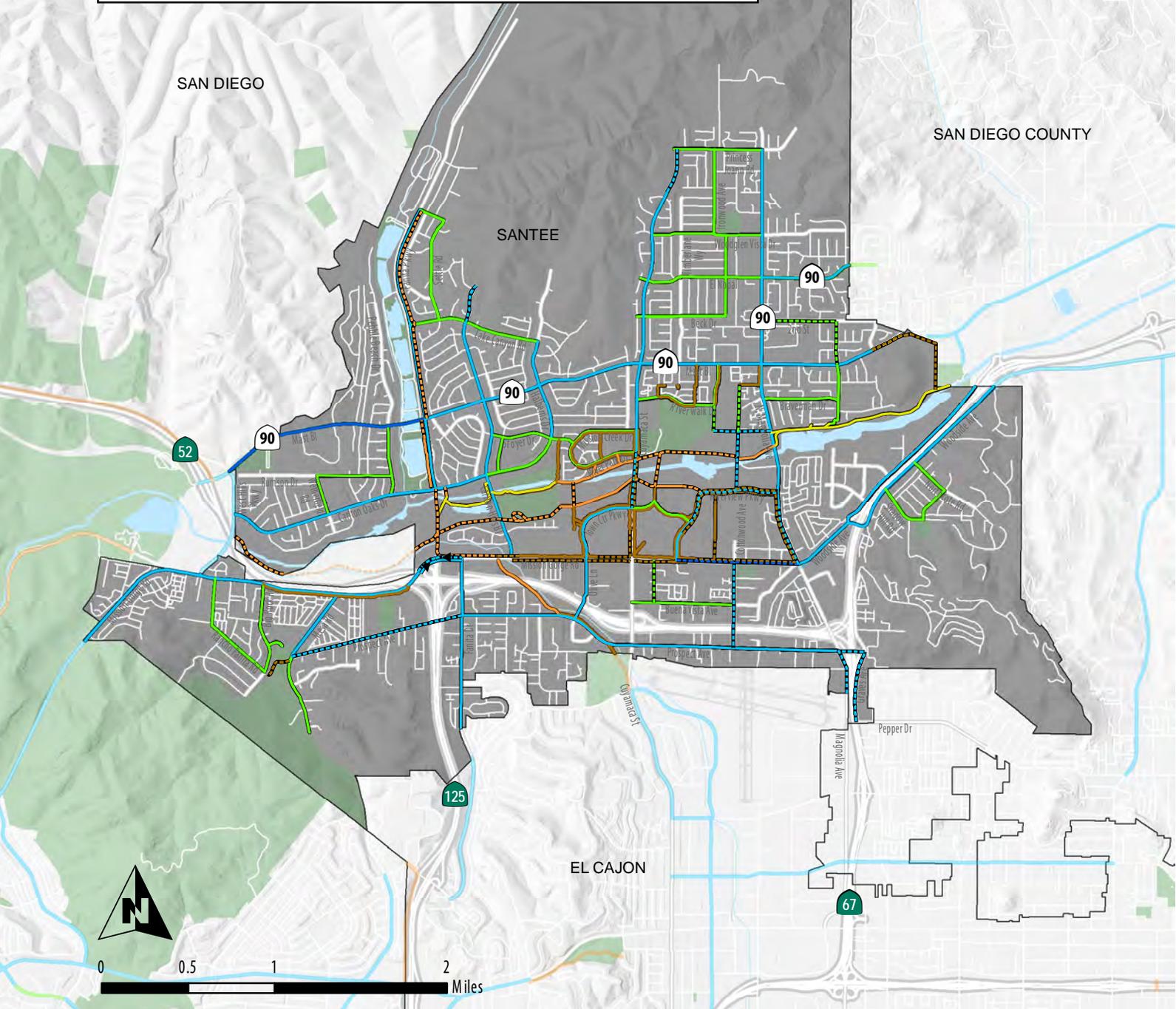
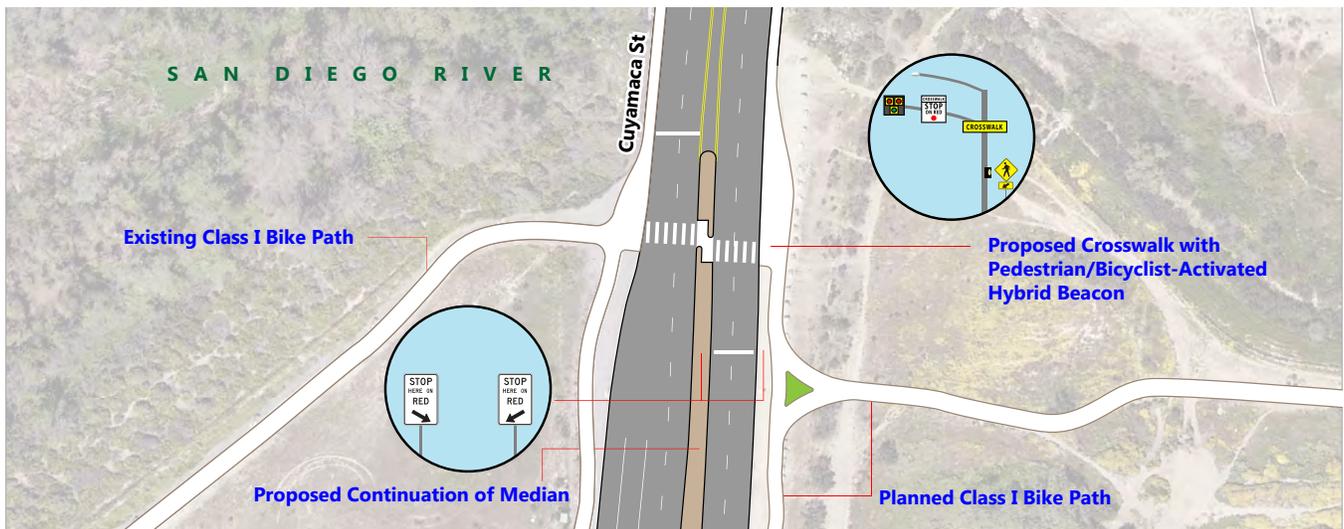


Figure ES.3 Planned Bicycle Network



Trail Access Enhancement Example

Trail Access Enhancements

The San Diego River Trail and Forrester Creek Trail are unique community assets, offering comfortable pedestrian and bicycle options for recreation and transportation trips alike. These paths encounter minimal roadway crossings and are largely separated from vehicle travel lanes.

Enhancements consisting of controlled crossings and supporting features are proposed at four locations to facilitate safe roadway crossings and improve pedestrian and bicycle access to the trails. The trail access enhancement locations include:

- San Diego River Trail (south of river) at Cuyamaca Street
- San Diego River Trail (north of river) at Magnolia Avenue
- Forrester Creek Trail at Mission Gorge Road
- Forrester Creek Trail at Prospect Avenue

Supporting Programs

Lastly, the ASP recommended a series of supporting programs to further improve safety, promote active transportation, and better understand the value and return of investments. Active transportation plans frequently discuss proposed changes through the lens of the “5 E’s” –

Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering is covered through the proposed infrastructure projects. The remaining four E’s – Education, Encouragement, Enforcement, and Evaluation – are addressed through supporting programs.

The supporting program section includes Education Programs such as Safety Messaging Campaigns, Adult Bicycle Education, and Safe Routes to School program. In addition, the supporting programs section includes Encouragement Programs such as Bike to Work Day/Month, Open Streets Events, and Pop-Up Neighborhood Event. Two other important programmatic considerations are Enforcement Programs and Evaluation Programs.

Evaluation Programs are intended to strengthen City staff and community member understanding of behaviors, active travel patterns, and related responses to investments in cycling and walking infrastructure and programmatic efforts. These types of programs include continued evaluation of pedestrian and bicycle collisions and continued collection of pedestrian and bicycle counts.

Prioritization Process

A prioritization process was conducted as a means to objectively rank the planned bicycle facilities and sidewalk infill projects. Prioritization criteria consists of inputs related to demand and safety.

Within the demand-related prioritization criteria, projects were assigned point values based on school proximity, active transportation propensity, regional significance, and public comment.

Within the safety-related prioritization criteria, projects were assigned point values based on number of collisions, CalEnviroScreen (areas most vulnerable to pollution), gap closure, roadway classification, posted speed, and staff input.

Pedestrian and bicycle infrastructure projects were prioritized separately, however, using the same criteria. The hybrid beacons proposed to enhance trail access were each evaluated as part of the bicycle network. **Table ES.1** presents the 10 highest ranking sidewalk infill projects. **Table ES.2** presents the 10 highest ranking bicycle facilities.

High priority project sheets consisting of project descriptions, conceptual graphics and planning-level cost estimates were created to support each of the 10 highest ranking sidewalk infill projects and bicycle projects.

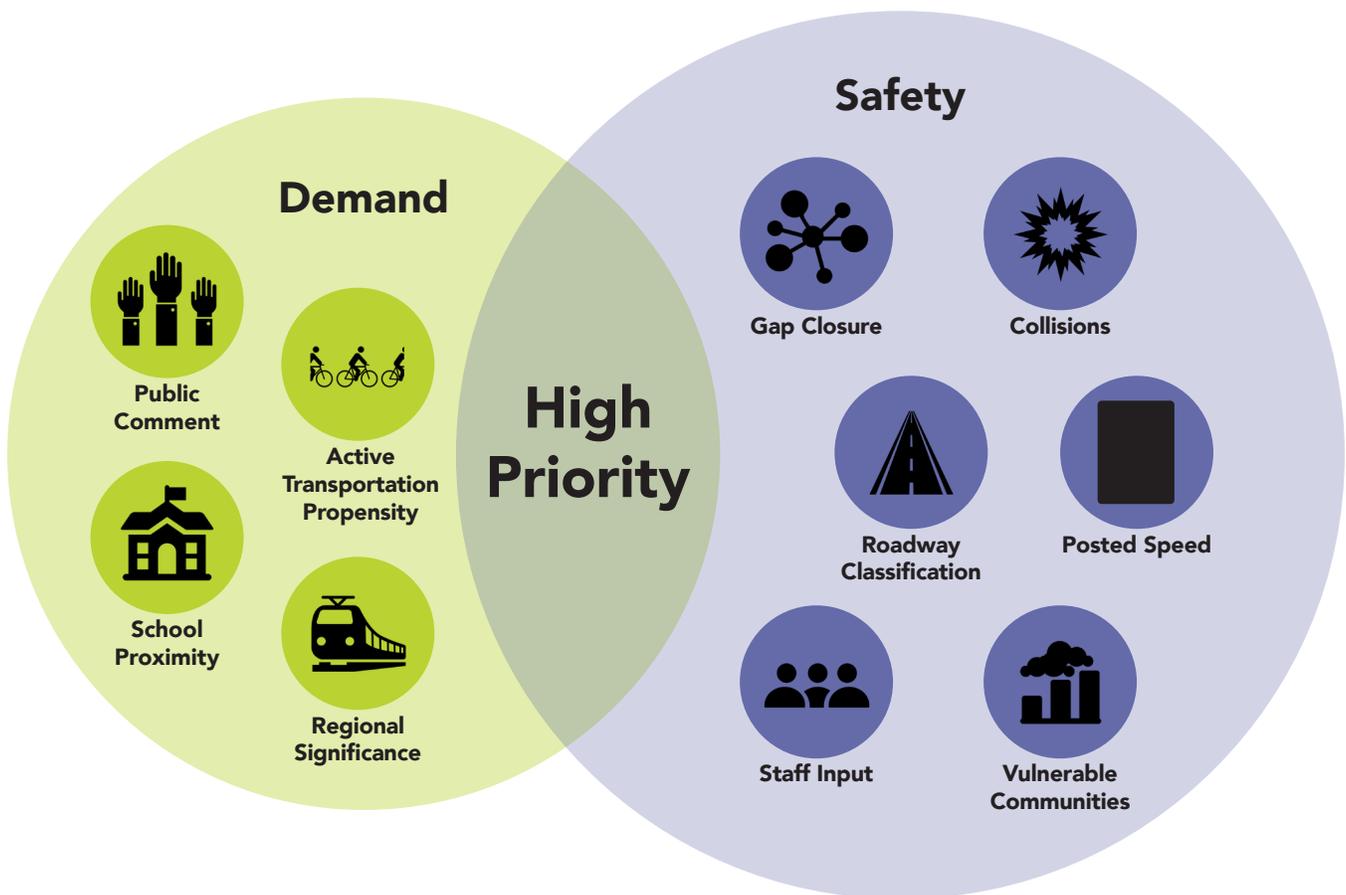


Table ES.1 Sidewalk Infill Grouping Prioritization Results

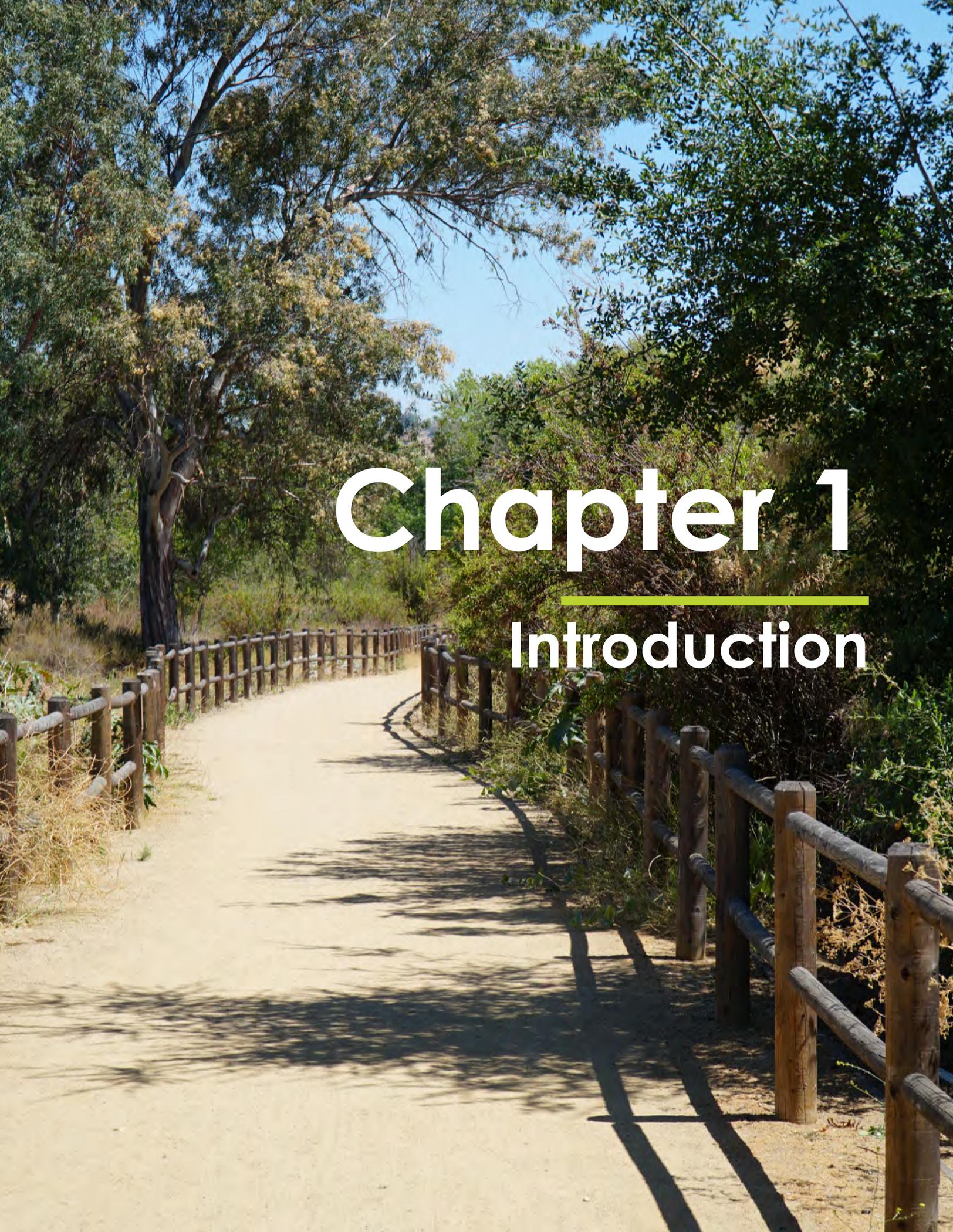
Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score
1	Cuyamaca St (east side)	Town Center Pkwy to River Trail bridge (overpass)	847	--	--	--	17
2A	Graves Ave (east side)	Pepper Dr to ~750ft south of Prospect Ave	1,373	--	--	2	14
2B	Riverview Pkwy (east side)	Town Center Pkwy to North end	572	--	--	--	14
	Riverview Pkwy (southeast side)	Town Center Pkwy to ~400ft south of Town Center Pkwy	--	388	--	--	
2C	Woodside Ave (south side)	67-Fwy to Northcote Rd	559	--	--	3	14
	Woodside Ave (south side)	Northcote Rd to Woodside Terrace	2,178	--	3	--	
5	Magnolia Ave (west side)	Cottonwood Ave to Park Ave	2,032	--	--	--	13
	Riverview Pkwy (north side)	Magnolia Ave to West end (cul-de-sac)	--	987	--	--	
6A	Cottonwood Ave (both sides)	Prospect Ave to 52-Fwy	597	--	--	--	12
	Cottonwood Ave (both sides)	52-Fwy to Mission Gorge Rd	2,328	--	8	--	
6B	N Woodside Ave (north side)	Wheatlands Ave to N City Boundary	3,230	--	--	--	12
6C	Mission Gorge Rd (north side)	Fanita Dr to ~500ft west of Carlton Hills Blvd	--	1,211	--	--	12
6D	Park Center Dr (east side)	Riverwalk Dr to South end (cul-de-sac)	804	--	--	--	12
	Cottonwood Ave (west side)	Annie Ln to Claudia Ave	870	--	--	--	
10A	Fanita Dr (east side)	Prospect Ave to S City Boundary	2,276	--	3	3	11
	Fanita Dr (west side)	Prospect Ave to S City Boundary	953	--	3	8	

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score
10B	Prospect Ave (south side)	Atlas View Dr to Agent St	683	--	--	--	11
	Prospect Ave (south side)	Fanita Dr to Double M Rd	--	425	--	--	
	Prospect Ave (south side)	Granite House Ln to 100 ft east of Ellsworth Ln	373	--	--	--	
10C	Prospect Ave (south side)	Existing Class I east of Pathway St to 250 ft west of Cuyamaca St	297	--	--	--	11
10D	Pepper Dr (both sides)	Graves Ave to Teton Dr	690	--	--	--	11
	Teton Dr (both sides)	Pepper Dr to Andes Rd	--	788	--	--	

Table ES.2 Bicycle Project Prioritization Results

Rank	Segment	Extent	Facility	Miles	Score
1	Mission Gorge Rd (north side)	SR-125 / Existing Path to Carlton Hills Blvd	Class I Path	0.5	19
2A	Magnolia Ave	Prospect Ave to S City Boundary	Class II Bike Lane	0.3	16
2B	San Diego River Trail (south of river) at Cuyamaca Street	N/A	Hybrid Beacon	N/A	16
4A	River Trail Crossing	North side of Walmart to River Rock Ct	Class I Path	0.1	13
4B	Mission Gorge Rd	SR-52 to SR-125	Green Conflict Paint & Class II Bike Lane (WB)	0.3	13
6A	River Trail (south) Segment 8	Carlton Hills Blvd to Willowgrove Pl	Class I Path	0.5	12
6B	Prospect Ave	Mesa Rd to Fanita Dr	Class II Bike Lane	1.0	12
6C	Forrester Creek Trail at Prospect Avenue	N/A	Hybrid Beacon	N/A	12
9A	Cottonwood Ave	Mission Gorge Rd to Prospect Ave	Class II Bike Lane	0.5	11
9B	Mission Greens Rd	Mission Gorge Rd to Buena Vista Ave	Class III Bike Route	0.2	11
9C	2nd St	Magnolia Ave to Jeremy St	Class III Bike Route	0.4	11

A dirt path lined with a wooden fence and trees. The path is light-colored and curves slightly to the right. The fence is made of dark wood posts and rails. The trees are green and leafy, with some shadows cast on the path. The sky is blue and clear.

Chapter 1

Introduction

1.1 Background

The Active Santee Plan builds on the City's previous planning efforts by providing a set of goals, a list of prioritized projects and possible funding sources to enhance the City's infrastructure to be more comfortable, safe and inviting for people who walk and bike, regardless of their age and ability. The recommendations outlined in this Plan consider the context of the City of Santee and are intended to reflect the desires expressed by the community.

The City of Santee is located in eastern San Diego County in Southern California, approximately 18 miles east of the Pacific Ocean and 14 miles north-east of downtown San Diego. The City of Santee is bordered to the west and north by Scripps Ranch, a community of San Diego, and to the east by unincorporated parts of the County of San Diego. The southern border of Santee is comprised of unincorporated San Diego County as well as the City of El Cajon. The City of Santee's location within the region can be seen in **Figure 1.1**.

The City of Santee is bisected by the San Diego River, which functions as both a barrier and an asset for active transportation. The shopping centers are almost exclusively clustered south of the San Diego River in the center of the City, and the industrial uses are predominately located in the southeast quadrant of the City.

The vast majority of Santee's residents who are employed, work outside of the City of Santee. Almost 50 percent of Santee's residents are employed (defined as workers 16 years and over), however of those, 57.2% work more than 10 miles away from their home. Due to this, the focus of the Active Santee Plan is on recreational and utilitarian trips, not the work-commute except in the Town Center area.

The appropriateness of this is further underscored, since unlike many cities in the region, Santee has expansive amounts of open space parks and recreation designated areas. This plan will connect residents to hiking, shopping and schools.

The Plan embodies a "Complete Streets" mindset that is aligned with the State of California's Complete Streets Act, California Assembly Bill 1358, which went into effect on January 1, 2011. The act requires the legislative body of a city or a county to plan for a balanced, multimodal transportation network that meets the needs of all roadway users, 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.



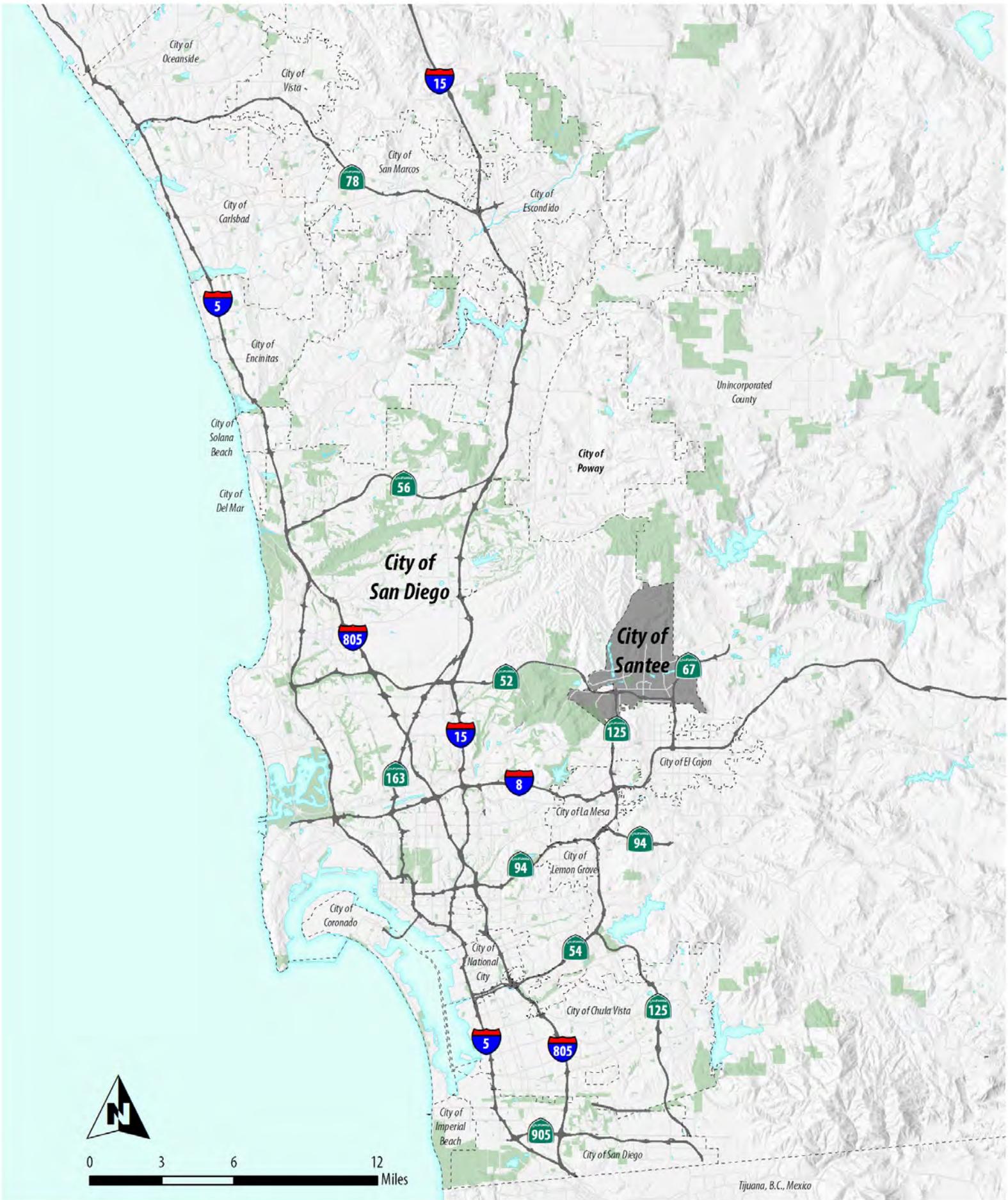


Figure 1.1 City of Santee within the Region

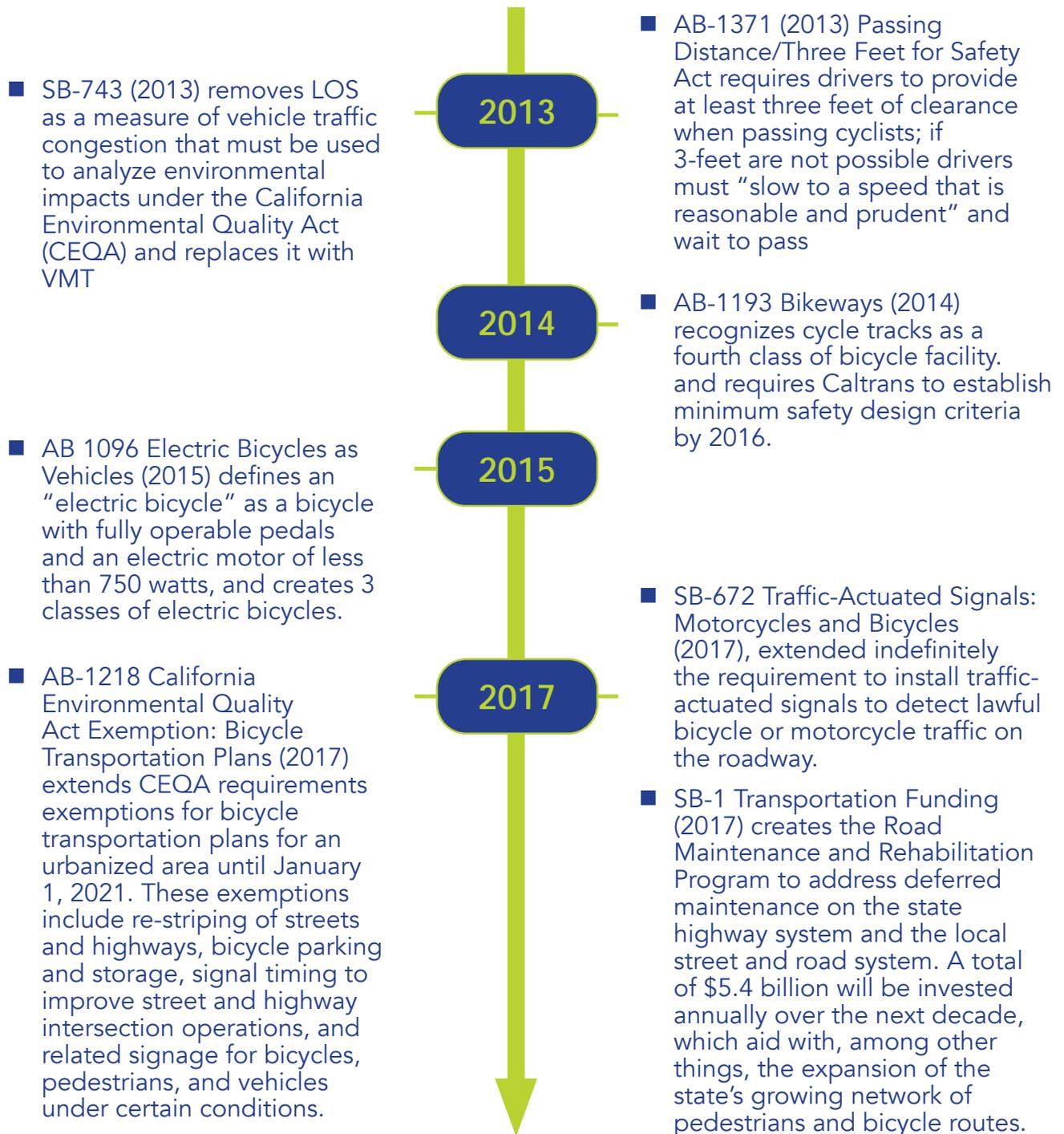
Since the adoption of the Complete Streets Act, the State of California has passed several pieces of legislation making it easier to not only plan for active transportation users, but to implement plans and create safer conditions.

Planning projects such as this document are exempt from CEQA analysis since they are planning and conceptual recommendations per AB-1218 CEQA for Bicycle and Pedestrian Plans (2017). As individual recommendations move forward toward further design and implementation, the City will then need to determine if the improvements may warrant further environmental evaluation.

This Plan meets and complies with the State of California's complete streets plan requirements and is intended to provide a fair assessment of current and future active transportation needs, implementation costs, and funding opportunities for bicycle and pedestrian facilities.



Timeline of Recent State Legislative Actions Supporting Active Transportation



1.2 Benefits of Active Transportation

Recent planning legislation mandates a more balanced, multimodal transportation system with an emphasis on walking and biking. This has been, in part, due to the physical and environmental benefits that walking and biking provide.

Areas with increased levels of bicycling and walking experience improved public health, reduced traffic congestion, reduced emissions, and enhance economic growth. The following points present a snapshot of recent research performed regarding the potential benefits of walking and bicycling.

High bicycling rates tend to have lower crash rates¹



Proximity to a network of high-quality bike facilities is associated with an increase in property values²

For every **\$1** invested in trails



there were **\$2.70** in medical benefits³

Increasing biking & walking from **4 to 24** minutes a day on average would



decrease GHGE by **14%**⁴



reduce cardiovascular disease & diabetes by **14%**⁴

The total number of pounds of pollutants emitted per year per car is approximately

12,140.30 lbs/year



1 mile

1 passenger car \approx **0.97 lbs/mile** of pollutants⁵

- 1 Marshall, W. and N. Garrick. "Evidence on Why Bike-Friendly Cities are Safer for all Road Users." Environmental Practice, 13, 1 (2011).
- 2 Liu, J. Shi, W. "Impact of Bike Facilities on Residential Property Prices." Transportation Research Record, 2662.1 (2017): 50-58.
- 3 Scudder-Soucie, B., Schmid, T., Pratt, M., Macera, C., Wang, G., Buchner, D. "A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails." 2005.
- 4 Maizlish, N., et. Al. "Health Cobenefits and Transportation-Related Reduction in Greenhouse Gas Emissions in the San Francisco Bay Area." American Journal of Public Health 103.4 (2013): 703-709.
- 5 2020 MTC Regional Campaigns. "2020 Bay Area Bike to Work Day." <https://bayareabiketowork.com/environmental-benefits/> (2020)

1.3 Plan Development Process

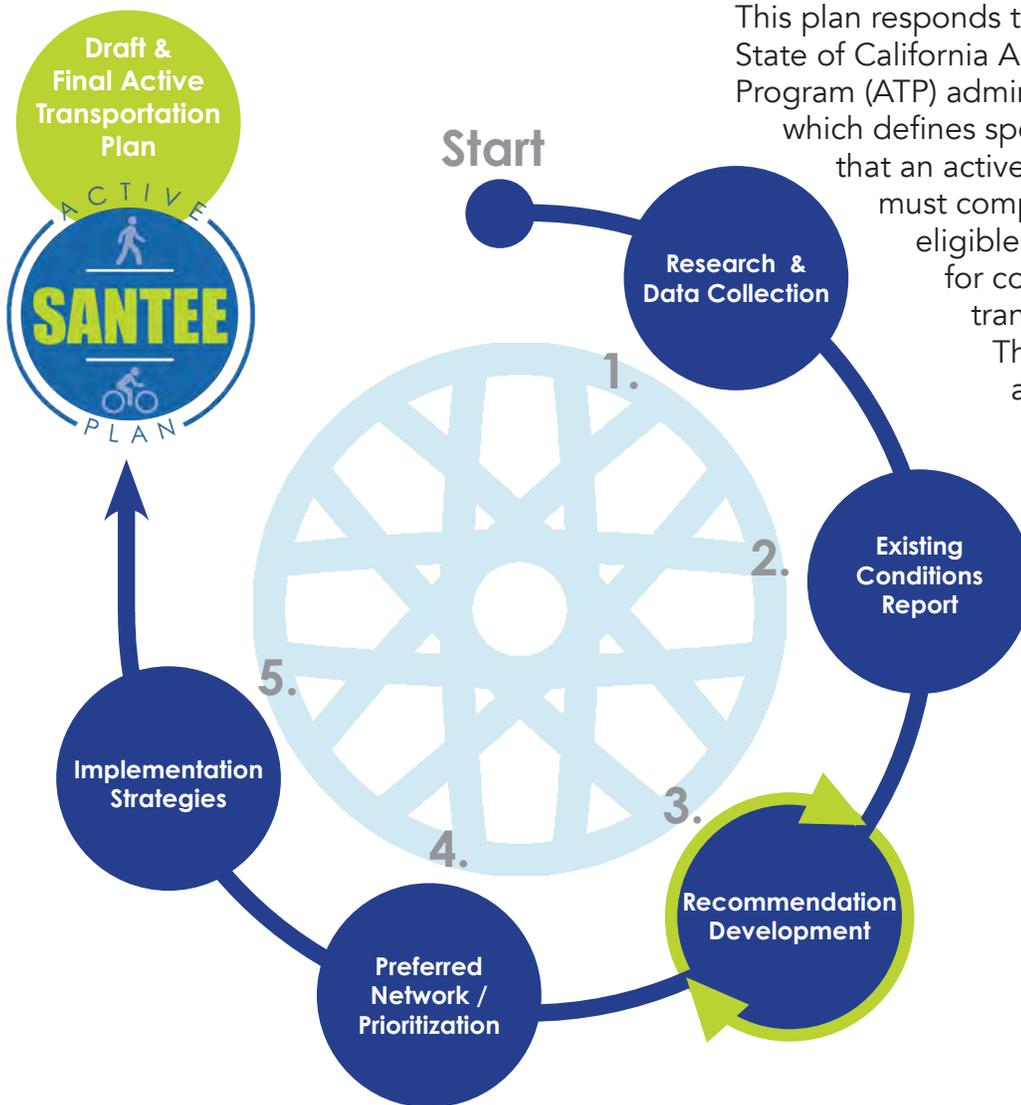
Development of the Active Santee Plan included public outreach, research and data collection, developing recommendations, as well as, refining recommendations based on community and City Staff input and plan development.

This plan is laid out to follow the steps of the planning process and each chapter will discuss the corresponding steps in greater detail.

1.4 How to Use This Plan

In crafting this plan, goals, objectives, policies and recommendations from existing plans were reviewed for relevance in today's context and carried forward where appropriate. This allows the City to stay current in meeting the needs of its residents as Santee has grown and development has taken place over the last decade. The Active Santee Plan will serve to guide City resources related to active transportation improvements for years to come, including investments in infrastructure and supporting programs to consider.

This plan responds to the provisions of the State of California Active Transportation Program (ATP) administered by Caltrans, which defines specific requirements that an active transportation plan must comply with in order to be eligible for ATP grant funds for construction of active transportation facilities. The criteria are provided as **Appendix A**.



1.5 Compatibility with Local and Regional Plans

To ensure that this Plan acts in concert with the foregoing planning efforts undertaken by the City of Santee, as well as, the Region, the existing plans were reviewed, the relevant recommendations incorporated and the new recommendations aligned with the previously set forth goals and policies.

The following documents were reviewed:

- City of Santee Documents
 - General Plan: Mobility Element (2017)
 - Santee Walks & Rolls to School City-wide Safe Routes to School Plan (2015)
 - General Plan: Trails Element (2003)
 - Bicycle Master Plan (2009)
- Other Documents
 - County of San Diego Active Transportation Plan - Draft (2018)
 - Toward an Active California State Bicycle and Pedestrian Plan (2017)
 - SANDAG Regional Bike Plan (2010)

Summaries of each of these documents are provided in **Appendix B**, including the identification of recommendations and policy language relevant to pedestrian and bicycle travel.

1.6 Organization of the Plan

- **Chapter 2 Santee Today** provides information regarding existing conditions, demographics, and the current commuter trends, as well as, the active transportation demand.
- **Chapter 3 Community Engagement** summarizes the outreach process and efforts and discusses what we heard from the community.
- **Chapter 4 Santee Tomorrow** reveals the recommended pedestrian and bicycle networks, as well as, support facilities and programs for people who walk and bike.
- **Chapter 5 Implementation** discusses project prioritization, the resulting priority projects, project costs and potential funding sources.



Chapter 2

Santee Today



2.1 Location and Land Uses

Santee is located in eastern San Diego County in Southern California, approximately 18 miles east of the Pacific Ocean and 14 miles north-east of downtown San Diego. Santee is bordered to the west and north by Scripps Ranch, a community of San Diego, and to the east by unincorporated parts of the County of San Diego. The southern border of Santee is comprised of unincorporated San Diego County as well as the City of El Cajon.

The City is bisected by the San Diego River and connected to the coast by State Route 52, which runs from the Interstate 5 in La Jolla to State Route 67, connecting Santee to El Cajon. State Route 125 begins in Santee at State Route 52 and runs south to the US-Mexico Border.

The existing land uses in Santee are displayed in **Figure 2.1**. Like most cities in the region, the City is largely comprised of residential land uses. Unlike many cities in the region, Santee has expansive amounts of open space parks and recreation designated areas. The shopping centers are almost exclusively clustered south of the San Diego River in the center of the City, and the industrial uses are predominately located in the southeast quadrant of the City.



2.2 Demographic Summary

In order to understand the commute patterns of residents, it is important to know who lives in the City, where residents are going and how they are getting there. Additionally, a well-considered multimodal mobility network serves the needs of all users, regardless of age, ability and socio-economic class, adding to the importance of understanding who is going where.

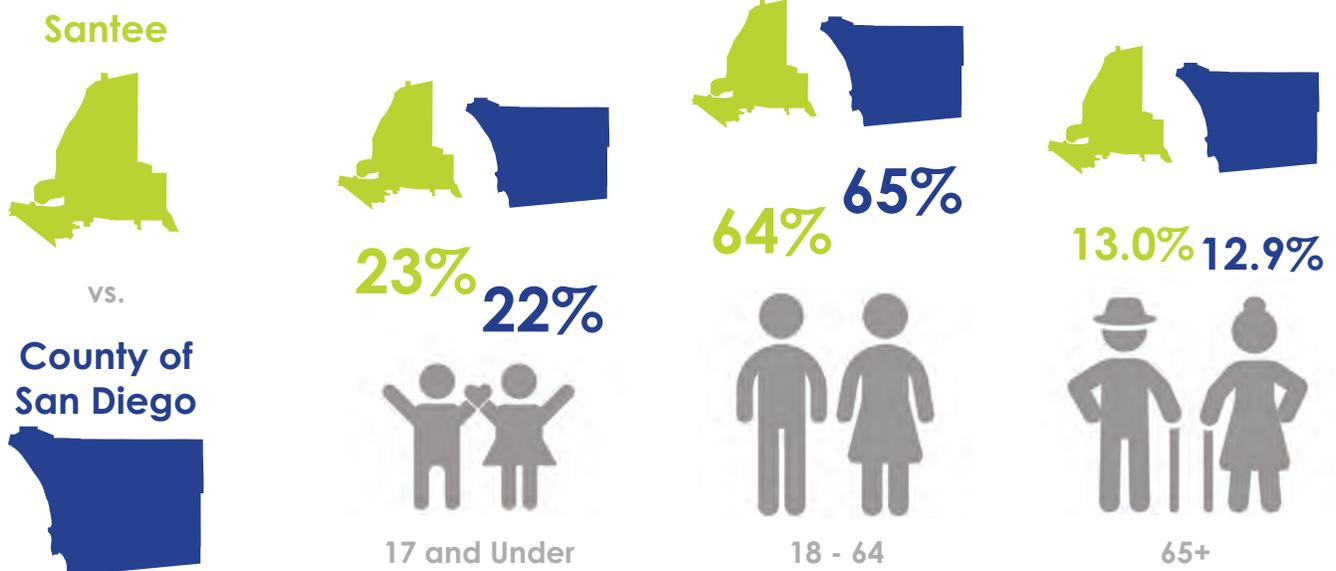
Youth and senior populations have more limited mobility options than the general adult population, making them more reliant on alternative transportation modes and infrastructure, and more vulnerable since they are usually moving through the city without the protection of a car. For this reason, youth and senior populations require additional consideration when planning transportation networks.

Combined the youth and senior populations make up a little more than one-third (36.1%) of the City's residents. **Figure 2.2** summarizes the percent of youth and senior populations for Santee and San Diego County. The City of Santee has slightly higher percentages of youth and seniors, as compared to the County of San Diego; combined 36.1% versus 35.1%.



Santee Street Fair

Figure 2.2 Population by Age Group - City of Santee and San Diego County



2.3 Commuter Profile

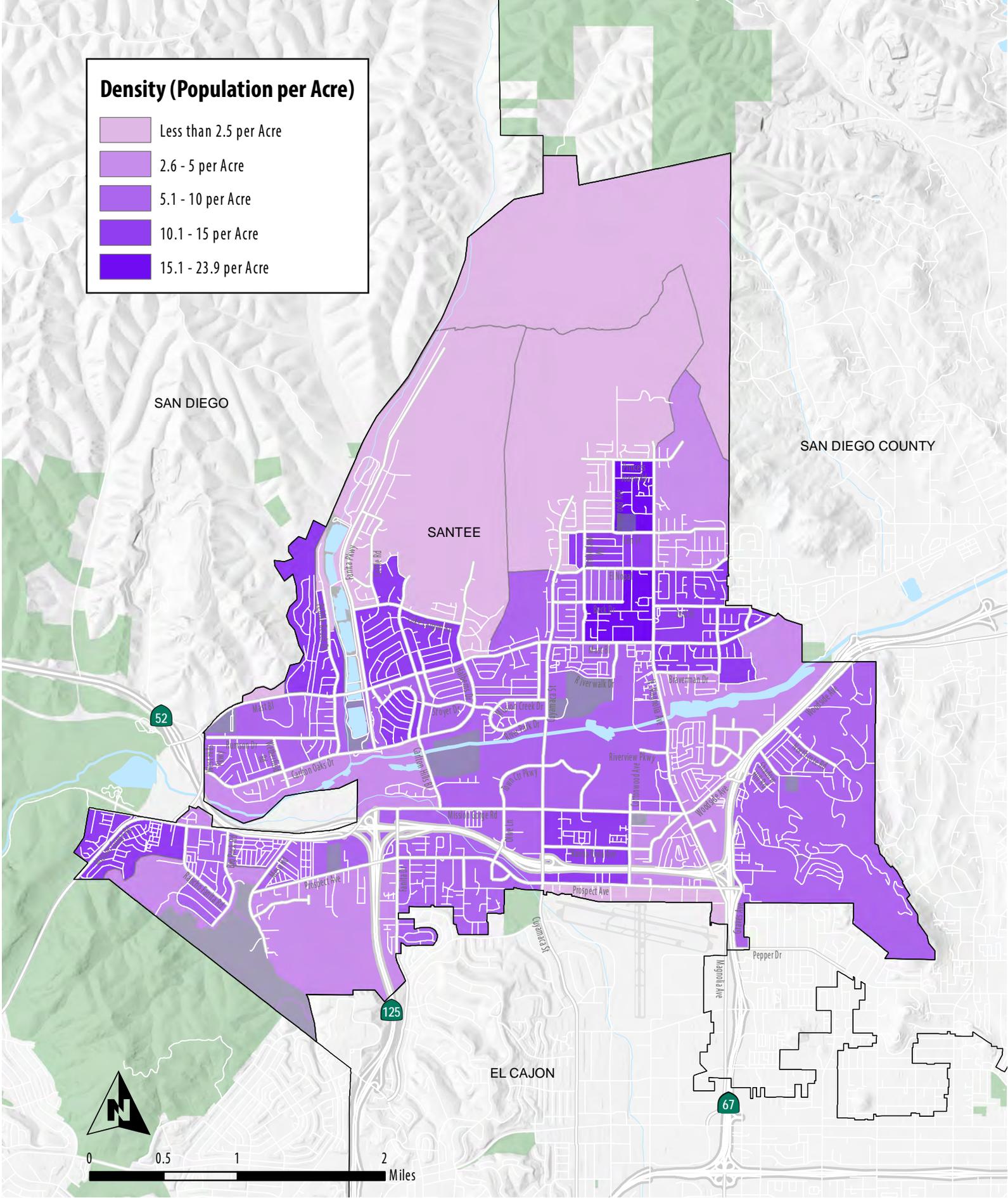
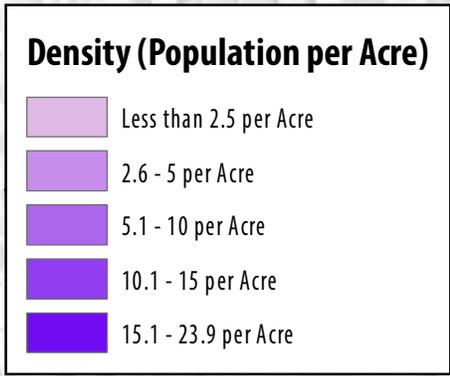
Residential and employment concentrations, or locations where people live and work, are important considerations in the planning process. Walking and bicycling trips frequently start from – or originate at – residences. These trips commonly end at places of employment, or destinations such as parks, schools, retail centers, and civic uses. Determining where higher concentrations of these land uses are located can help build an understanding of travel behavior.

Figure 2.3 displays population density by Census Block Groups. As shown, relatively higher density is concentrated in the areas along Magnolia Avenue, north of the San Diego River. Santana High School is also located in this area, which gives great potential for student walking and bicycling trips. The northernmost Census Block Groups are largely undeveloped, resulting in the lowest population density levels.

Employment density is shown in **Figure 2.4**, displaying greater employment concentrations in the center of the City with abutting areas of higher residential population density. This mix of higher density land uses gives potential for active transportation trips for commute purposes with the provision of supporting infrastructure.

2015 US Census Data estimates only 1,761 (6.9%) of Santee’s working residents of are employed within the City’s boundary, with the remaining 23,668 (93.1%) working residents employed outside of Santee. However, about 43% of those residents employed outside of the City of Santee travel less than 10 miles to their place of employment. These work commute trips have potential for active transportation and/or combining public transportation with walking or bicycling for commute trips due to the relatively short distance between commuter origins (residences in Santee) and destinations (places of employment).





SOURCE: 2017 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATE)

Figure 2.3 Population Density by Census Block Group

Travel Time to Work

Figure 2.5 compares the City of Santee and San Diego County resident commuter travel times. The City of Santee has slightly higher percentages of workers in categories reflecting commute trips that are 25 minutes or greater, with the exception of those with commutes of "60 or more minutes". The average travel time for working residents in the City of Santee is 26.7 minutes, compared to 25.7 minutes for the County as a whole.



Figure 2.5 Travel Time to Work City of Santee and San Diego County (2013-2017)

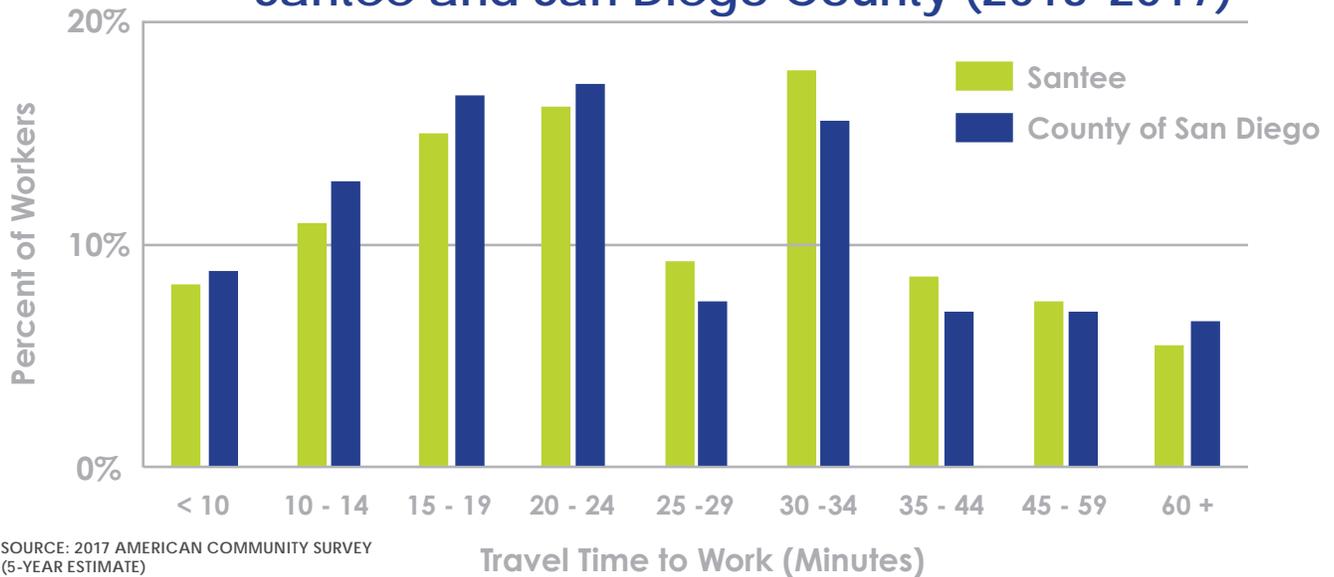


Table 2.1 Means of Transportation to Work (2013-2017)

Means of Transportation	City of Santee	San Diego County
Drove Alone	84.6%	76.0%
Carpooled	7.7%	8.9%
Public Transportation	0.8%	3.1%
Walked	0.6%	2.9%
Bicycle	0.1%	0.7%
Other	1.5%	1.5%
Worked at Home	4.7%	7.0%

SOURCE: 2017 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATE)

Means of Transportation to Work

Table 2.1 compares mode of travel to work for City of Santee and San Diego County residents. The City of Santee's drive alone rate is 8.6% higher than the drive alone rate for San Diego County (84.6 vs 76.0%). As shown, the County of San Diego has higher carpooling, public transportation, walking and bicycling rates, as well as working at home rates relative to the City of Santee. Notably when combined, the City of Santee's active transportation commute trip rate, is a little less than a quarter of San Diego County's at 0.70% compared to 3.6%.

2.4 Active Transportation Demand

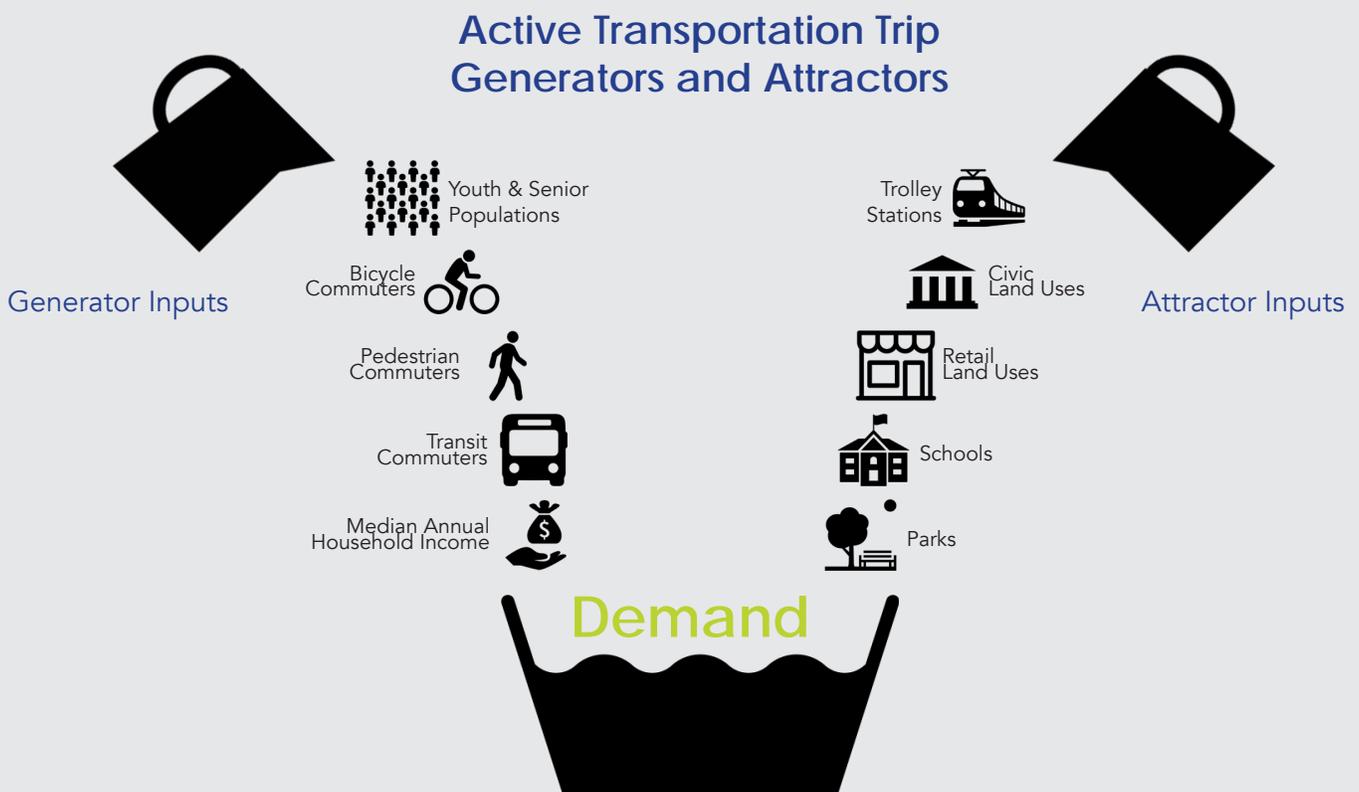
A common analysis technique used to understand latent demand for cycling and walking is through an assessment of population and land use characteristics. This latent demand is depicted in an active transportation propensity model. The propensity model combines walk and bike trip generator inputs – population, employment, zero-vehicle households, pedestrian commuters, and bicycle commuters – with walk and bike trip attractors – schools, retail, parks, recreational spaces, and beaches. When combined, the active transportation generators and attractors provide a foundation for understanding active transportation demand across the City of Santee.

A more detailed description of the model inputs and associated values can be found in the Existing Conditions Report provided in **Appendix B**.

Higher population and employment densities have the potential for greater levels of active transportation trips. Bicycle and pedestrian commute rates, as well as zero-vehicle households, are also contributing factors to trip generation propensity.

The Active Transportation Propensity Model, displayed as **Figure 2.6**, was created by combining the trip generator and trip attractor submodels with equal weighting.

Higher propensity is indicative of areas with increased potential for active transportation due to relatively higher levels of trip attractors and trip generators. It is particularly important to examine the quality of infrastructure in these high propensity areas, as well as to ensure that proposed recommendations provide high levels of quality service in these areas. The greatest propensity was identified in the center of the City of Santee, with a smaller area of high propensity in the northeast corner.



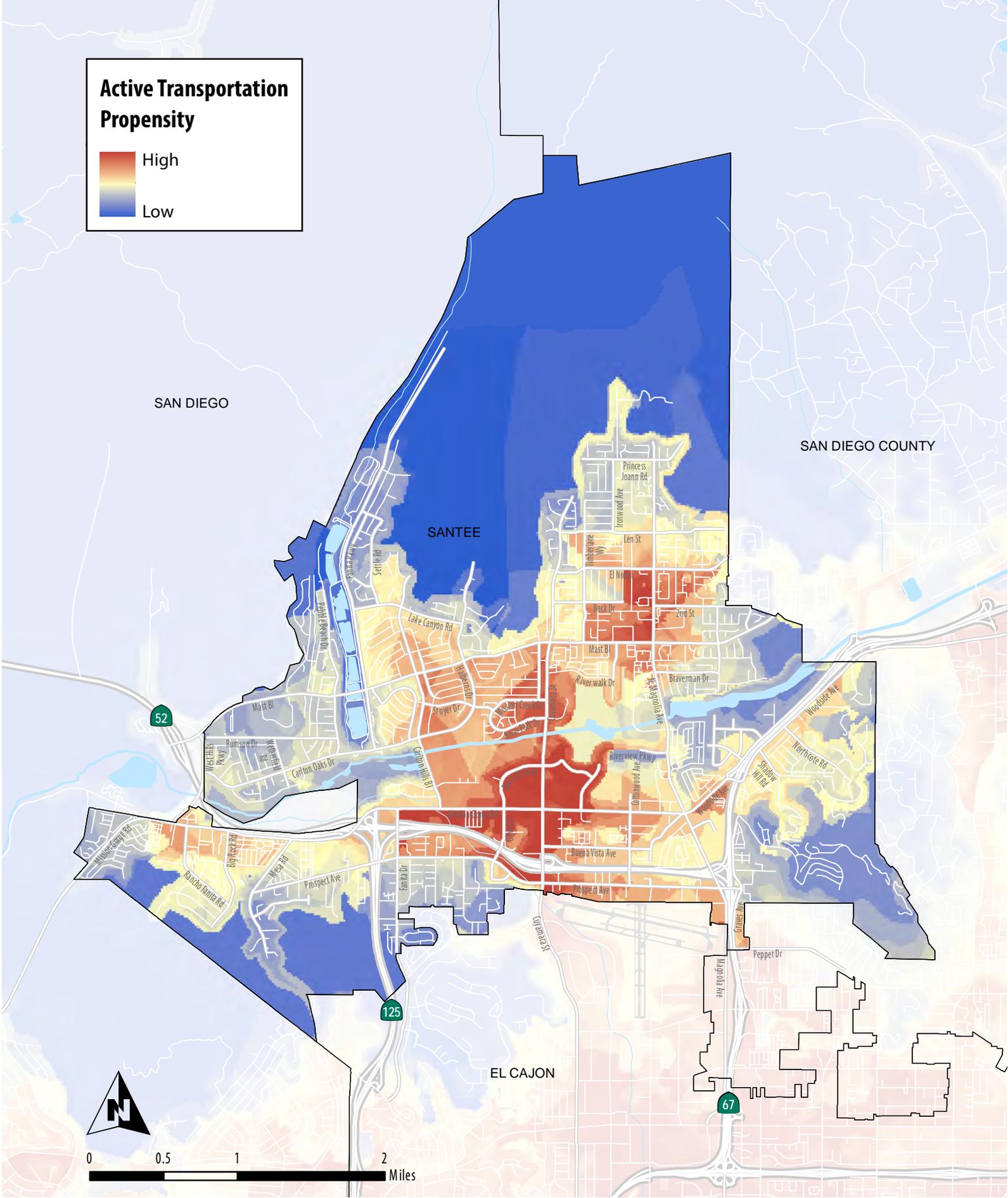
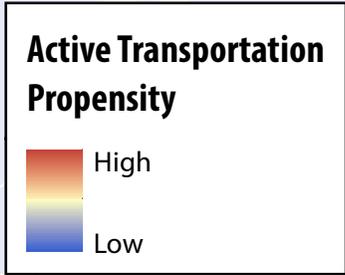


Figure 2.6 Active Transportation Propensity Model

2.5 Existing Networks and Gaps

Networks for People on Foot

The network for people on foot is made up of sidewalks, curb ramps and crosswalks, as well as trails or multi-use paths separated from the roadway. To evaluate the existing pedestrian network, inventories of sidewalks and curb ramps were undertaken.

Figure 2.7 displays the location of missing sidewalks along public roadways. In some instances, where land uses are only present and/or planned along one side of the roadway non-existent sidewalks on the opposing side of the street were not identified as missing, the Sky Ranch neighborhood is an example of this. Locations where the sidewalk was comprised of non-standard materials, such as asphalt, were identified as missing. As can be seen, most of the missing sidewalks are located south of the San Diego River, in older developments. The City of Santee has approximately 237.6 linear miles of public roadway, approximately 35.7 miles (15%) do not have sidewalks today.

Figure 2.8 identifies the locations of missing curb ramps, as well as, curb ramps with missing detectable truncated domes along public roadways citywide. Consistent with the sidewalk inventory, curb ramps along privately maintained roadways were not reviewed as part of this effort.

Missing sidewalks create obvious gaps in the network for people on foot since it forces people out of the most direct path of travel to stay on a sidewalk or it forces people into the roadway which is less safe. Missing curb ramps and curb ramps with missing detectable truncated domes can effectively create “gaps” in the pedestrian network for people traveling in wheelchairs, using mobility assistive devices, as well as, create challenges for people pushing a stroller.



Sidewalk Inventory

- No Sidewalk
- Sidewalk
- Private Road, No Fronting Property¹, or No Sidewalk Planned

¹ Missing sidewalks located adjacent to undeveloped parcels will be constructed as part of the respective future development.

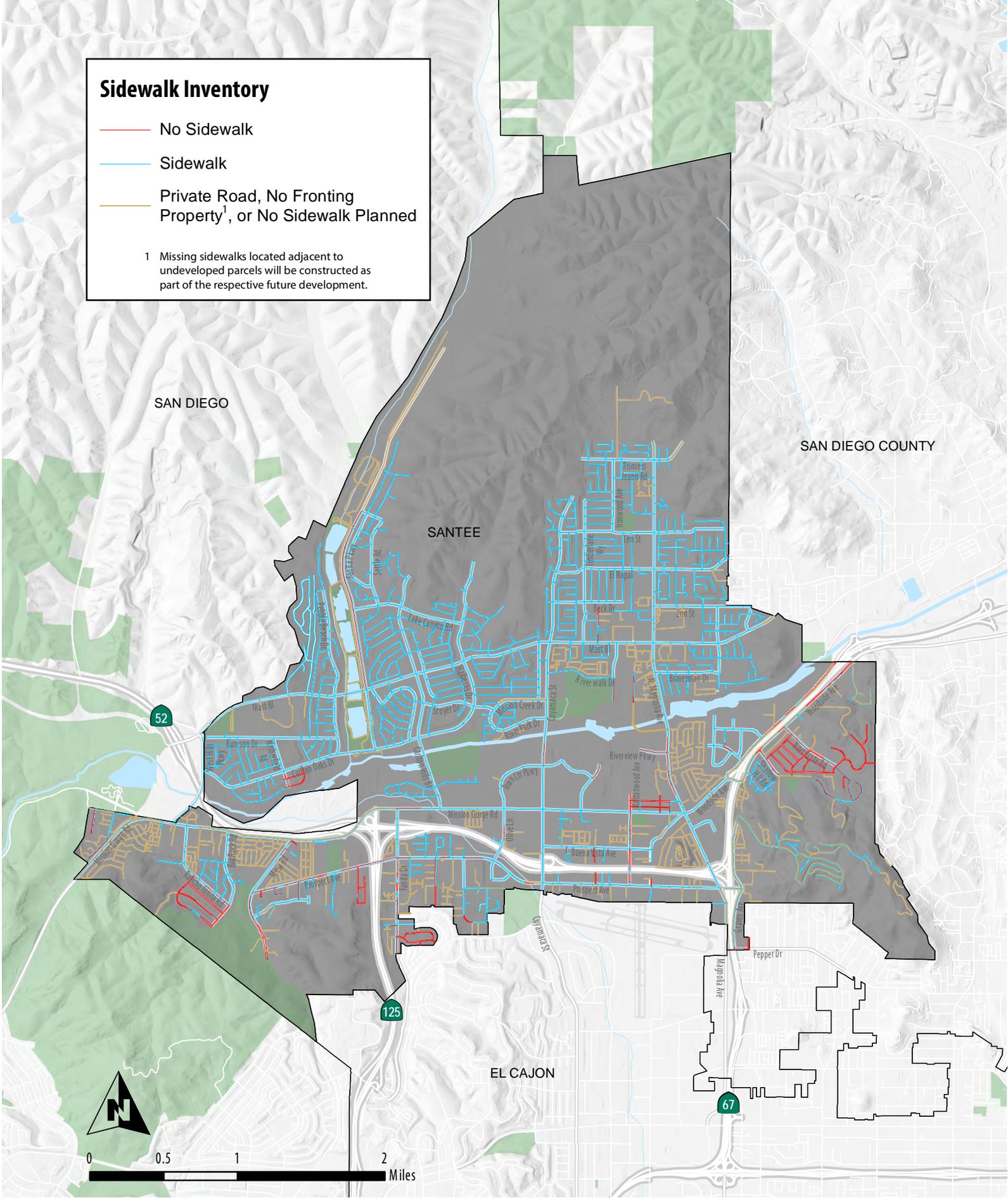


Figure 2.7 Sidewalk Inventory

Curb Ramp Inventory

- Missing Curb Ramp
- Curb Ramp Missing Truncated Dome
- Private Road or No Sidewalk Planned

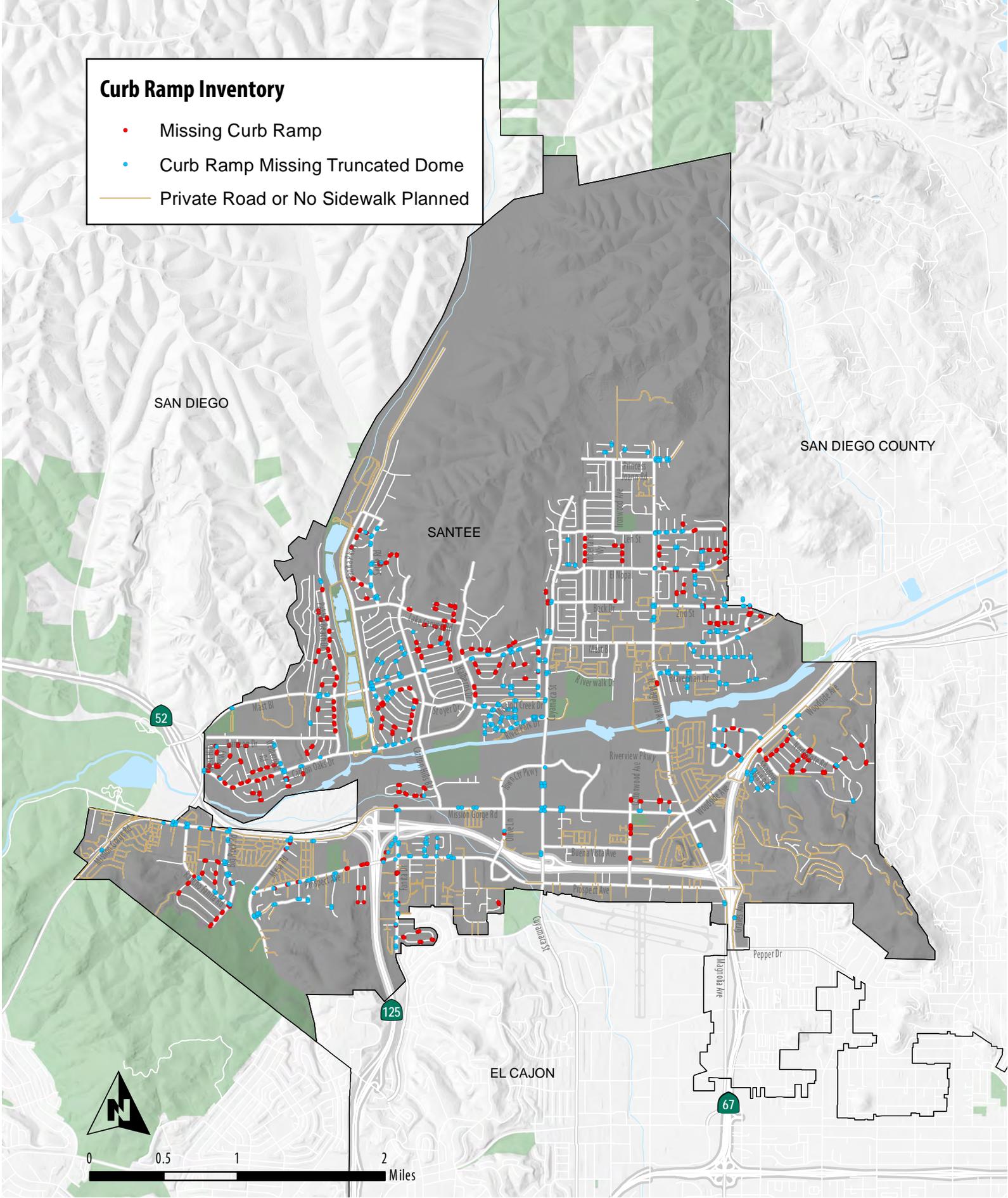


Figure 2.8 Curb Ramp Inventory

Networks for People on Bicycles

Existing bicycle facilities are displayed in **Figure 2.9**. The existing bicycle network in the City of Santee consists of Bike Paths (Class I), Bike Lanes (Class II) and Bike Routes (Class III), as well as paved and unpaved multi-use trails. In total, the existing network is comprised of 49.8 miles of facilities as shown in **Table 2.2**.

The current network consists predominately of bike lanes striped in the roadway, in addition to signed bicycle routes. Bike paths are present along portions of the San Diego River as segments of the San Diego River Trail. Additionally, multi-use paths are located around the Santee Town Center, along Mission Gorge Road and neighborhoods around the center of the City.

The multi-use paths function like Class I facilities in that they are intended for both pedestrian and bicycle travel; however, these do not meet Caltrans' Class I design standards as they lack the required 2' clear buffer on either side, and were therefore listed separately.

More detailed descriptions of each facility type are provided in Chapter 4. Some gaps between existing facilities do exist, specifically, the north-south connection in the eastern portion of Santee is incomplete and crossing the San Diego River along a designated facility is currently only possible in one location.

Additionally, a U.S. Bicycle Route traverses through Santee. The U.S. Bicycle Route System (USBRS) is an active endeavor to develop a national network of bicycle routes connecting urban and rural communities via signed roads and trails. US Bike Route 90, also known as the "Southern Tier Route", starts at the Pacific Ocean in San Diego and ends at the Atlantic Ocean in St. Augustine, Florida. Just over 4-miles of the route run through the City of Santee, along Mast Boulevard, Magnolia Avenue, and El Nopal. Class II bike lanes are provided for the full extent of Bike Route 90's alignment through Santee.

Table 2.2 Bicycle Facility Classification and Existing Mileage

Classification	2019	
	Existing Mileage	Percentage of Total
Class I Bike Path	2.2	4%
Class II Bike Lane	22.6	45%
Class II Buffered Bike Lane	1.2	2%
Class III Bike Route	14.2	28%
Multi-Use Path (Paved)	7.5	15%
Multi-Use Path (unpaved)	2.2	4%
Total Mileage	49.9	100%



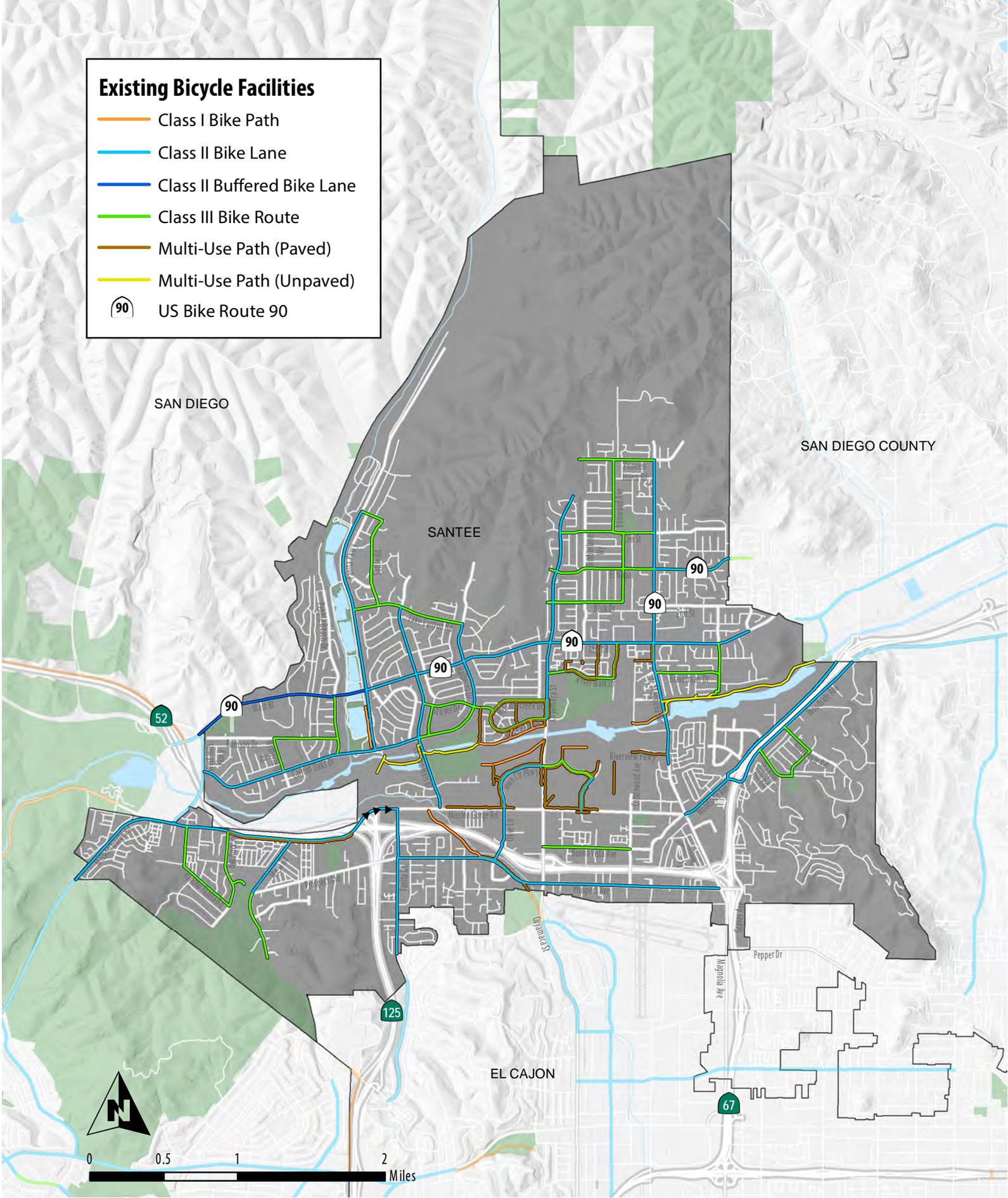


Figure 2.9 Existing Bicycle Network

Busy streets can also act as barriers or additional network gaps through an environment where a cyclist does not feel comfortable riding along or crossing. A cyclist's skill level can dictate which type of facility they prefer and where they will ride. Cyclists have been generally identified as belonging to one of four categories, based upon their comfort, skill level and interest in cycling as described in a report (Dill, J., & McNeil, N. (2013) titled: Four Types of Cyclists: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. Transportation Research Record, 2387(1), 129–138.).

Roadways are rated based on the level of stress they cause to a cyclist taking into consideration a cyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings. Depending on a cyclist's skill level, they may not be willing to ride on or cross roadways perceived to be more stressful.

Figure 2.10 shows the Bicycle Level of Traffic Stress for all bikeable roadways and paths in Santee. LTS 1 or 2 are generally residential streets and collectors, characterized as having one lane in each direction while providing adequate width for cyclists and vehicles, with a low posted speed and low traffic volumes. The Class I bike paths and multi-use paths also received LTS 1 ratings.

The main east-west and north-south connections were scored as LTS 4 due to high traffic volumes, high posted speed limits and the presence of right-turn only lanes, even with the presence of bicycle lanes. In effect, the roadways with LTS 4 can create barriers to less skilled cyclists, thereby reducing their access to the full bicycle network. Improving the comfort of cyclists along connecting arterials, or providing comfortable and convenient alternative routes can improve bicycle network access for some types of cyclists.



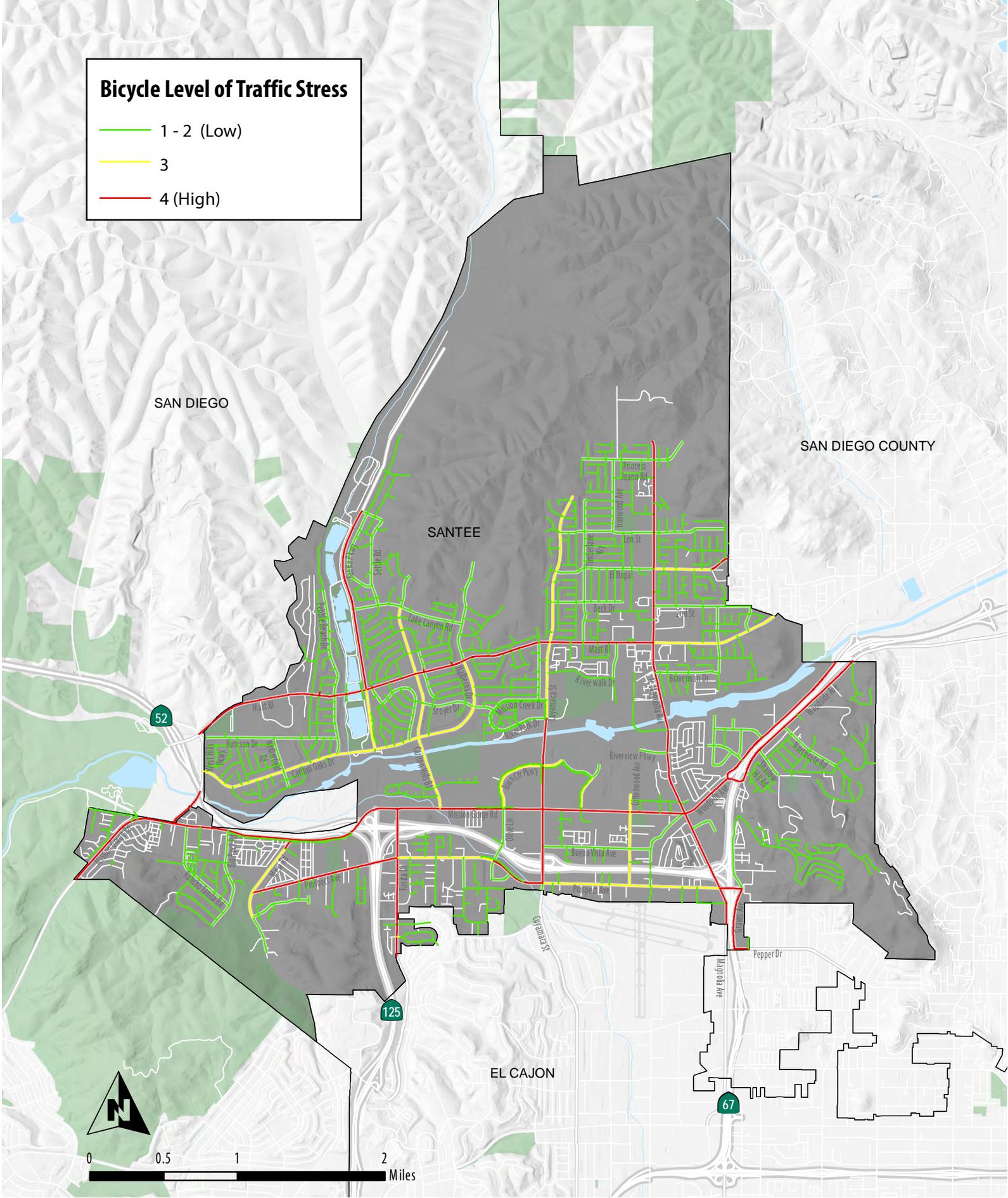
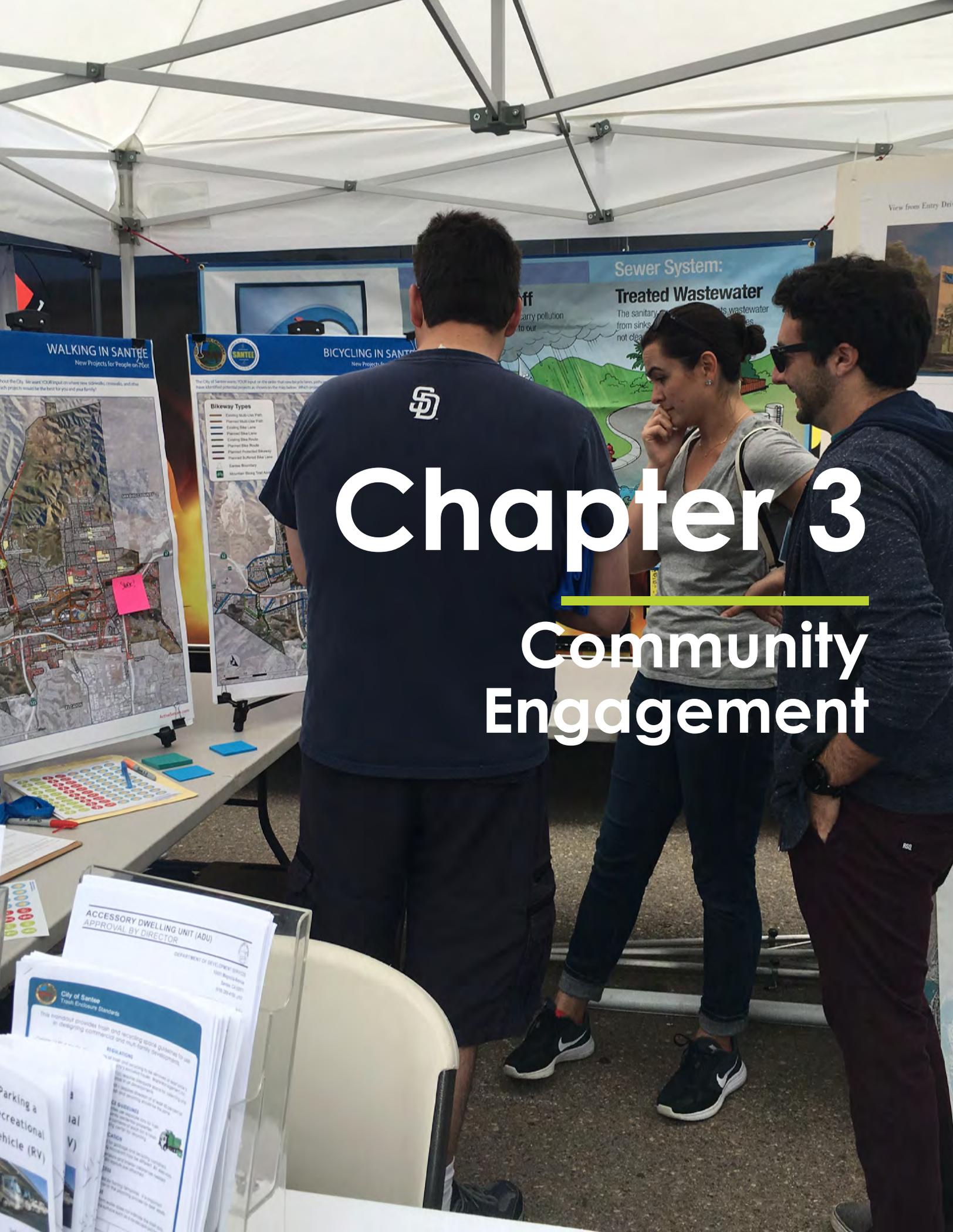


Figure 2.10 Bicycle Level of Traffic Stress



Chapter 3

Community Engagement

WALKING IN SANTEE
New Projects for People on Foot



BICYCLING IN SANTEE
New Projects for People on Bikes



Sewer System:
Treated Wastewater



ACCESSORY DWELLING UNIT (ADU)
APPROVAL BY DIRECTOR

City of Santee
Train Enclosure Standards

REGULATIONS

ADU GUIDELINES

CAUTION

Parking a
recreational
vehicle (RV)

Community engagement is a crucial component of any active transportation planning process since it allows residents to share their concerns, as well as their satisfaction, with mobility in their city. This firsthand, local knowledge supplements data and frequently informs the project team of situations they would otherwise be unaware of. This chapter details the multi-pronged approach used to engage the Santee community, followed by a summary of the input heard through each outreach opportunity.

3.1 Engagement Methods

Different engagement methods were used to broaden the reach of the outreach process, to engage different segments of the population, and to make providing input as convenient as possible. The public participation strategy took into consideration the varying schedules and availability of community members to attend regular City meetings. Considering this, various outreach strategies were held over the course of the project, including the convening of a Project Working Group at key project milestones, the creation and maintenance of a project website, the development and distribution of a questionnaire available in-person and online, and pop-up workshops at community events.

Project Working Group Meetings

A Project Working Group (PWG) was established with representatives of various organizations, intended to represent the interests of groups with some role in walking and/or bicycling in the City of Santee. Early in the project, an invitation was extended to different entities requesting their participation throughout the planning process. A total of three meetings were held throughout the project.

Members of the PWG were charged with representing their organizational perspective, identifying their organizations priorities, providing feedback on the Active Santee Plan as it was being developed and to share information with their organizations. The feedback loop – the members of the PWG communicating their organizational interests with the project team and sharing the planning process with their organizations – was essential to the process. The PWG members further increased the public engagement reach of the project by communicating and distributing project information through their vast networks.

The following entities were represented:

- Caltrans District 11
- City of El Cajon
- City of Santee Community Service Department
- City of Santee Fire Department
- County of San Diego
- Metropolitan Transit System (MTS)
- San Diego County Bicycle Coalition
- San Diego County Health and Human Services Agency
- San Diego County Sheriff's Department
- San Diego Mountain Biking Association
- San Diego River Conversancy
- San Diego River Park Foundation
- SANDAG
- Santee Chamber of Commerce
- Santee School District

The first meeting took place as the planning process started. The PWG was asked to identify what criteria should be used to prioritize the projects and programs that would be developed as part of the Plan. The second PWG meeting took place as the existing conditions phase was being wrapped up and the recommendations phase was beginning.

During the second PWG meeting, a robust conversation took place regarding which metrics should be used to rank individual projects. In addition to this, the PWG was asked to brainstorm possible connections to the San Diego River. The third PWG meeting took place after the proposed projects and programs had been ranked. Examples of possible projects were shared with the PWG. Lastly, the PWG members were provided the Draft Active Santee Plan to review and provide comments prior to releasing the document to the greater public for review.

Individual meeting summaries can be found in the **Appendix C**, while key meeting outcomes are identified under the “What We Heard” section.

Website

The Active Santee Plan had a designated website – activesantee.com – which informed residents about the planning process, upcoming events, and provided a mechanism for community members to submit comments and questions about the plan. Additionally, the questionnaire was accessible through this project website. The website also had a tab for Project Materials, which allowed members of the public to review draft documents created in support of the project, such as the Existing Conditions Report and the Goals, Objectives, and Policies Memo.

Questionnaire

The planning process included a questionnaire, designed to solicit information which would help the project team identify active transportation travel patterns, problems areas and the priorities of residents. The questionnaire sought to obtain information regarding travel behavior, locations in the City where people felt comfortable/uncomfortable walking and biking, as well as, prioritization criteria for recommended projects in the plan. The responses to the questionnaire informed the existing conditions analysis, as well as the development and prioritization of project recommendations. A detailed summary of the questionnaire responses can be found in the User Needs Assessment Memo in **Appendix D**.

Paper copies of the questionnaire were made available at all of the events the outreach team attended. The questionnaire was also available online if residents preferred taking it electronically.

The City of Santee is developing an Active Transportation Plan – also known as the Active Santee Plan – to evaluate current conditions for people that walk and ride bicycles and guide future improvements.

There are three main purposes of the Active Santee Plan (1) to establish a community vision for active transportation in Santee (2) to serve as a basis of community approved recommendations and (3) to increase equity for a variety of grant funding sources to the prioritized projects and programs that can be implemented once money becomes available.

The Active Santee planning process is designed to facilitate public participation. During the initial phase of the plan, identifying existing conditions, the project team attended the Santee Street Fair, two community concerts in Town Center Community Park, had a display at the library and worked with Parks and Recreation to send information to parents of summer campers. At each of the community outreach events, and through the supplemental outreach at the library and through Parks and Recreation, residents were given the opportunity to complete a questionnaire on paper or given a link to complete the questionnaire online. The survey is still in development. Community members can sign up for cycling and walking surveys, level of safety and comfort, and ideas about how to increase personal cycling and walking when relevant.

The process will culminate with a community workshop where the conclusions and recommendations of the draft plan will be presented and public comment solicited prior to its consideration by the City Council in summer 2018.

Residents are invited to check back at this website often for updates on the planning process, project documents, and proposed recommendations, once developed.

The times and locations of future public outreach will be posted here as well.

Project Timeline

This project is scheduled to be completed in Summer 2018.

Phase	Timeline
Existing Conditions	Spring 2017
Draft Walking + Biking Recommendations	Summer / Fall 2017
Draft Plan	Fall / Winter 2017
Adopted	Summer 2018

Thank You!

Cards with the project website URL and a QR Code were handed out at all events and were also available at City facilities. PWG members helped distribute the questionnaire by sending the link to members of their organizations, as well as, posting it to their organizational Facebook pages.

Hard copies of the questionnaire were also sent home to children and youth participating in the City’s summer camp program. Additionally, hard copies and a project fact sheet were made available at the Santee Public Library, which was one of the most successful survey distribution methods, largely due to the great support of the library staff. In total 225 individual survey responses were received.

Pop-Up Outreach Activities

The project team made an effort to attend scheduled community events and host “pop-up” workshops consisting of project fact sheets, questionnaires, large scale maps of the city and transportation infrastructure, and project team members available to discuss the project.

The pop-up events gave the project team the opportunity to interact with residents of the City and hear first-hand any concerns and/or questions community members had about the Active Santee Plan. Events attended included the Santee Street Fair on Saturday May 25, 2019 as well as two summer concerts in the park, the first one on June 20, 2019 and the second one on July 11, 2019. Individual event summaries are provided as **Appendix C**.



The flyer features a blue and green diagonal design. On the left, a photo shows a paved path through a park. The text reads: "Active Santee", "CITY OF SANTEE PLANNING DEPARTMENT", "activesanteeplan@gmail.com", "We want to hear from you! Help improve walking and biking in Santee by taking our map surveys!", "MAP SURVEY" (in a speech bubble), a QR code, a laptop displaying a map, and the "ACTIVE SANTEE PLAN" logo. At the bottom, it says: "Visit ActiveSantee.com or scan the QR Code to provide your feedback."

By going to the community and hosting pop-up outreach activities at various community events, a greater number of community members can be reached and the input tends to be more interactive than traditional, formal city meetings. This method also results in engaging with community members that may otherwise not be interested or available in attending traditional meetings. The events draw from a pool of attendees already present for an event, resulting in greater levels of engagement.



3.2 What We Heard

Project Working Group

PWG Meeting #1

The initial PWG meeting served to introduce members to the project, including the purpose, schedule, and scope of work. Specific questions were asked regarding the grant source of the project (Caltrans Sustainable Planning Grant), the state of the City of Santee's Climate Action Plan (under development at the time), and if the plan will address any needs of community members that use wheelchairs (curb ramps and the locations of truncated domes will be inventoried). The role of the working group was also reviewed.

Additional discussions were held regarding the Existing Conditions Report and the selection of 30 non-motorized count locations. One stakeholder requested the data be shared with them to inform their efforts.

A large part of the meeting also focused on learning about the individual priorities of each representative. This included a discussion of which potential criteria should be used to prioritize future recommendations. As part of this, PWG members were asked to rank various criteria in order of importance, with "Gap Closure" and "Proximity to schools, jobs and attractions" ranking first and second, respectively. The importance of completing the San Diego River Trail was also discussed as a priority for many attendees.

"Gap Closure"

-Most important criteria, ranked by PWG members

PWG Meeting #2

Meeting number two began with a review of the material and input received during the initial meeting, followed by updates on recent project deliverables. The results from the three pop-up events and the questionnaire were discussed, along with the four proposed project goals. Key discussion topics included the preliminary recommendations related to sidewalk infill locations and priorities, proposed bicycle facilities, and a brainstorm on additional connections to the San Diego River Trail.

A lack of sidewalks and bicycle infrastructure crossing SR-52 and SR-67 was identified as an issue that should be reflected in both the sidewalk and bicycle prioritization results. This was specifically identified as a barrier for students. Comments were received related to lower the importance of Circulation Element Roadways as a factor and if cost be included as an input.

Environmental justice and the possibility for giving additional weight to projects that provide multiple benefits was discussed. The outcome of this discussion was to include a CalEnviroScreen score as a prioritization criterion, which would emphasize projects located in more disadvantaged parts of the community.

When reviewing connections to the San Diego River Trail, the neighborhood south of SR-52 and west of SR-125 was identified as currently deficient. Existing and future infrastructure just outside of the City of Santee was discussed as a solution for strengthened connections for this neighborhood. An existing Class II bike lane extends along West Hills Parkway from Mission Gorge Road to Mast Boulevard, while a future Class I path will connect to the bike lane as part of a future development at the Carlton Oaks Country Club.

PWG Meeting #3

The third PWG meeting began with a review of the previous meetings and a focus on the final recommended improvements and revised prioritization criteria and results. The alignment of the multi-use path along Mission Gorge Road was discussed, including the potential for conflicts with bus riders and boarding/alighting operations, especially if a ramp needs to be deployed.

This resulted in the inclusion of statements in the project description to ensure the pathway does not interfere with bus operations, but rather improves access in an area where a sidewalk does not currently exist. Project sheets were also presented for the five highest ranking projects, resulting in a discussion on the use and operations of Pedestrian Hybrid Beacons, or HAWKS.

Overall, the proposed locations near San Diego River Trail access points and the Forrester Creek Trail were well received. The coordination benefits of the PWG were very apparent during a discussion on the use of green conflict paint along Mission Gorge Road at SR-125, which falls largely within Caltrans right-of-way.

The PWG Caltrans representative informed the team that Caltrans is starting to allow different kinds of green paint through intersections and this could be a good candidate location. The discussion resulted in a revision to include dashed striping across the off-ramp of the intersection.

The meeting concluded with a review of the programmatic recommendations intended to support walking and bicycling infrastructure throughout the City.

Lastly, the draft document was provided to the PWG members to review. The comments received from PWG members were incorporated into the draft document made available for public review.



Questionnaire and Pop-Up Outreach

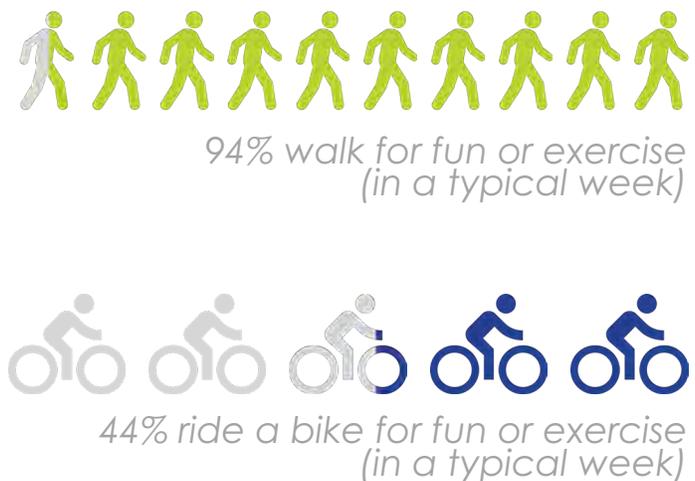
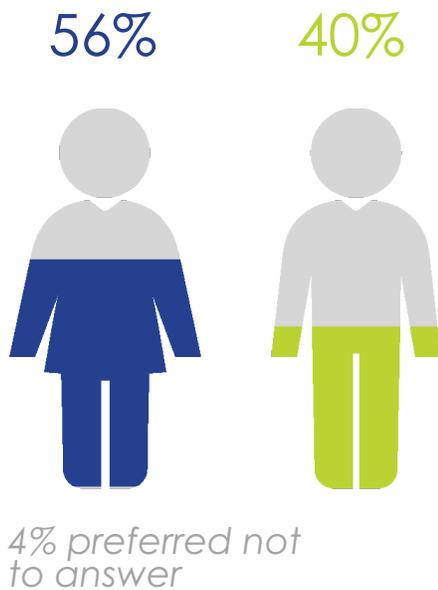
There were two overarching themes which emerged from conversations with members of the general public at the outreach events: speeding cars and network connectivity.

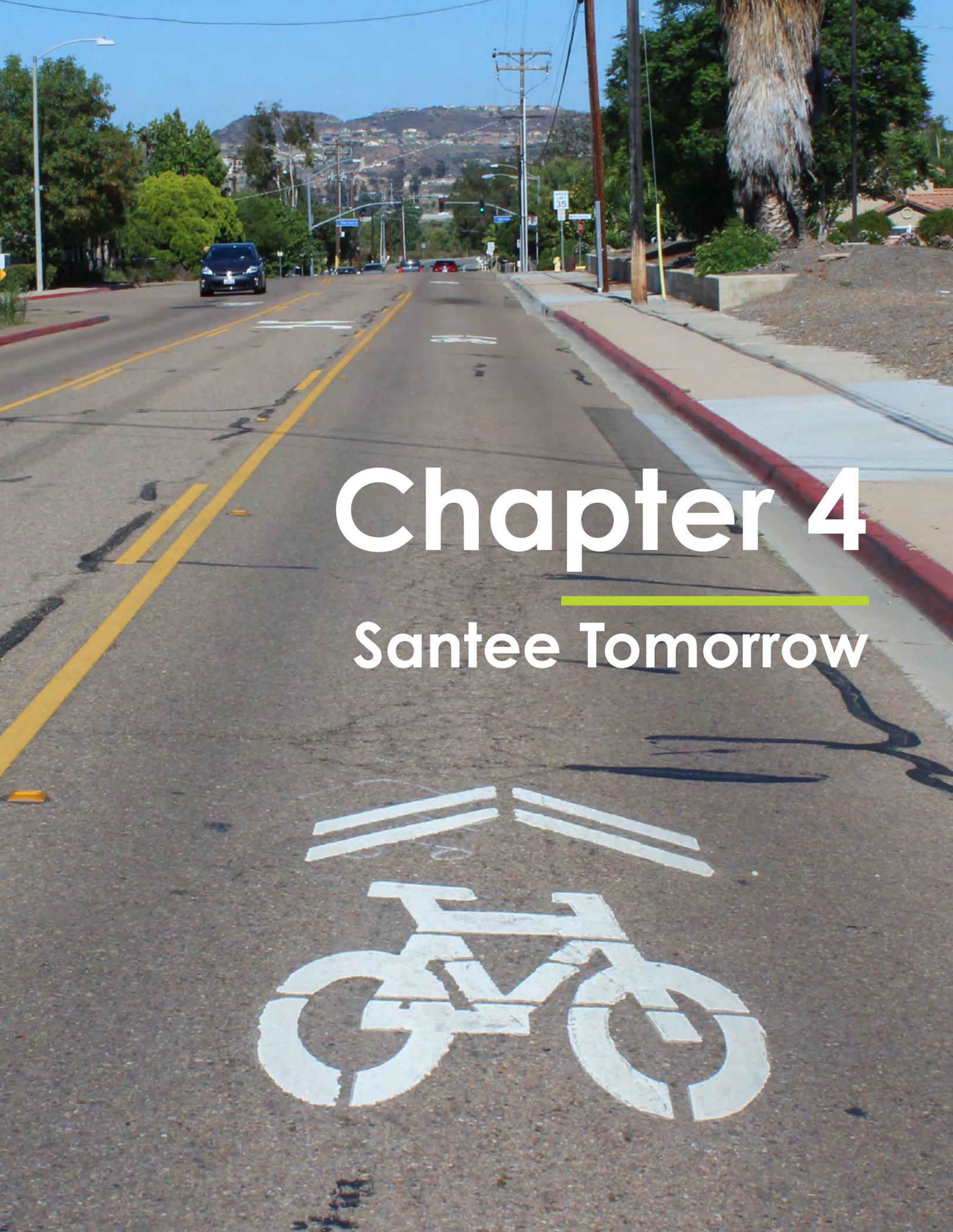
The questionnaire provided valuable information regarding travel patterns, trip purpose and the length of the walk or ride. Additionally, the questionnaire offered the opportunity to respond to open ended questions. The questionnaire asked, "What would make you walk more in the City of Santee?", "What would make you ride your bike more in the City of Santee?", as well as, "Is there anything else you would like to tell us about walking or riding a bike in the City of Santee?".

Through these three feedback opportunities, a few more themes emerged. In response to the walking question, several responses involved fixing

or paving the sidewalks, speeding and driver behavior, safety and issues involving homeless. As well as comments around the concept of "connecting". These were either in reference to connecting parts of the city with each other, paths to each other and/or providing more connection along the San Diego River Trail.

In response to what would make people ride a bicycle more, reoccurring themes involved driver behavior, perceived safety, as well a desire for more bike lanes and more connections/connectivity. In particular, 17.9% of the responses to this question involved the concept that people would ride their bikes more if there was a greater separation between the bikes and cars. This concept was expressed in several ways: "protection from traffic", "barriers between the bicycle lane and traffic", "away from traffic" or "removed from traffic" and "not having to interact with traffic." Respondents also used the terms paths or trails to express this concept.





Chapter 4

Santee Tomorrow



Santee Lakes

Like most cities in the region, Santee is growing and evolving. With this growth comes changes in travel patterns and behaviors resulting in additional transportation and recreational needs. The Active Santee Plan is one of many tools the City has to navigate towards the future. This chapter identifies the Active Santee Plan recommendations intended to further improve mobility for people that walk and ride bicycles for leisure and as a means of transportation.

Santee has a strong history of planning and developing high quality pedestrian and bicycle infrastructure. Examples include the multi-use pathways around the Santee Town Center, Mission Gorge Road, Fanita Parkway, segments of the San Diego River Trail, the Walker Preserve Trail, and the pedestrian and bicycle bridge spanning Cuyamaca Street at Rio Seco School. The Active Santee Plan seeks to continue with this tradition of high-quality infrastructure through enhancements and new connections to these facilities and other parts of the pedestrian and bicycling networks.

The recommendations were informed by the previous project phase findings, including a review of currently planned local and regional improvements, the existing conditions analysis, and the public engagement process. Recommendations consist of goals, objectives, policies and performance indicators, pedestrian and bicycle infrastructure, and a toolbox of supporting programs to consider. Chapter 5 serves to complement the recommendations by providing implementation related guidance.

4.1 Goals, Objectives, Policies and Performance Indicators

Guiding direction for future pedestrian and bicycle activities is provided through goals, objectives, and policies. Four overarching goals were developed, establishing the long-term vision for which the Active Santee Plan seeks to achieve. Objectives provide more specific and measurable direction, while the policies are the City's stated commitment and identified methods that will be used to achieve the desired aspirations.

The language identified throughout this section was largely developed following the existing conditions analysis, a review of currently adopted planning documents, and input received throughout the community engagement activities. The Active Santee Plan is intended to be complementary to previous planning efforts by aligning with and/or incorporating the recommendations and goals and policies set forth. Specifically, the City's adopted Mobility Element and Trails Element of the General Plan and the previous Bicycle Master Plan were referenced as a starting point for the language presented. Many policies and action items from these documents were carried forward into the Active Santee Plan.

Additionally, a series of performance indicators or measures were developed as a means to track the progress of the Active Santee Plan. Indicator sets are listed for each objective and their supporting policies, identifying actions and data to be evaluated.

Goals

1. A balanced, interconnected multimodal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of Santee community members and travel generated by planned land uses.
2. Encourage alternative means of transportation on a regional and community scale for all trip types: work commute, school commute, errands and recreation.
3. Designate the location and the appropriate type of bikeways and paved bicycle trails that would have the greatest potential to serve the commuter and recreational needs of the community of Santee.
4. To create an environment that allows for school aged children to safely walk and ride their bicycles to school on convenient and connected networks.

Objectives, Policies & Performance Indicators

Objective 1.0

Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well connected and multi-modal. The system will accommodate active transportation, and accommodate people of all ages and abilities, including pedestrians, disabled, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land uses.

Policy 1.1: The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets, which facilitate multimodal transportation opportunities.

Policy 1.2: The City should create a vibrant town center by developing a connected system of multi-modal corridors that encourage walking, biking, and riding transit. A mobility hub should be considered at the existing Santee Trolley Square providing features such as bikeshare, bike parking, carshare, neighborhood electric vehicles, real time traveler information, demand-based shuttle services, wayfinding signage, bicycle and pedestrian improvements, urban design enhancements, etc.

Policy 1.3: The City shall continue the effort of bringing all sidewalks, curb ramps and crossing in compliance with the Americans with Disabilities Act (ADA).

Policy 1.4: Coordinate with regional and local partners to facilitate implementation of the regional bicycle corridors as identified in the San Diego Regional Bike Plan, including the San Diego River Trail, I-8

Corridor Bikeway, Santee-El Cajon Corridor, and the SR-125 Corridor Bikeway.

Policy 1.5: Regional and/or community routes within the City should link up with existing or proposed routes within neighboring jurisdictions.

Performance Indicators:

- In order to assess accessibility and connectivity of the pedestrian and bicycle networks over time, conduct:
 - inventory of missing sidewalks
 - inventory of missing curb ramps
 - inventory of non-ADA compliant curb ramps
 - inventory of the bicycle network
- In order to assess the networks accommodation of users, conduct:
 - pedestrian counts, strategically sited across the city to capture levels of activity in each of the quadrants, on varying facility types (for example, the River Trail and on sidewalks)
 - bicycle counts, strategically sited across the city to capture levels of activity in each of the quadrants, on varying facility types

Objective 2.0

Upgrade and maintain Santee’s transportation corridors to meet the safety needs of all roadway users – including youth and elderly and travelers of varying physical abilities – and to provide a well-connected system throughout the City.

Policy 2.1: The City should review high crash locations, injuries and fatalities by mode on an annual basis and seek feasible solutions.

Policy 2.2: The City shall coordinate with the Sheriff’s department to conduct targeted enforcement events, such as a crosswalk education and enforcement actions or stop sign enforcement actions, to educate motorists, students, pedestrians and cyclists of traffic laws and to share the road.

Policy 2.3: The City’s pedestrian and bicycle networks should connect to trailheads, in particular at such locations as the San Diego River Trail and at parks and open spaces.

Policy 2.4: Near commuter rail stations, provide access paths to these transit centers to encourage walking and cycling.

Policy 2.5: The City shall, in developing a trail system, especially in the San Diego River corridor, coordinate between various projects within the City, as well as with a regional trail system in neighboring jurisdictions.

Performance Indicators:

- To track safety trends over time:
 - Yearly review of high crash locations in the city.
 - Collect and record data from the crosswalk and/or stop sign enforcement actions, including date and time conducted, number of citations issued and code infraction, as well as, the number of warnings issued and on what grounds. Track data over time.

Objective 3.0

Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling.

Policy 3.1: The determination of the appropriate type of paved trail should primarily be based upon safety requirements. There are three classifications:

1. Bicycle paths (Class 1) should be utilized as much as possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal.
2. Bicycle lanes (Class 2) should be utilized as necessary links to bicycle paths or local routes where paths are not feasible.
3. Bicycle routes (Class 3) should be utilized for necessary links or as interim links prior to the implementation of bicycle lanes or paths. Implementation includes signage.

Policy 3.2: The City shall require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.

Policy 3.3: Where feasible, design bikeways beyond the minimum required widths.

Policy 3.4: In order to maximize the total mileage of bicycle friendly roads and bikeways throughout the City, a combination of bike lanes and wide curb lanes may be provided on major streets even if it requires some discontinuous segments.

Policy 3.5: The City should keep abreast of bicycle facility innovations and new technologies in other cities and regions, and seek to incorporate these into the bicycle network.

Policy 3.6: New bicycle paths on separate right of ways shall be sought where it can be done safely, with convenience to bicyclists as well as being cost effective.

Policy 3.7: The City shall strive to ensure that bicycle support facilities are provided at appropriate locations throughout the City, such as at public buildings, commercial areas, parks, transit centers, park and ride locations and multifamily developments. The facilities should include but are not limited to convenient and secure bicycle parking.

Policy 3.8: The City shall provide clear bike route information to bicyclists by installing adequate signs or markings along bikeways.

Policy 3.9: Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan.

Performance Indicator:

- To track development of the bicycle network:
 - Conduct regular updates to the bikeway system.
 - Evaluate the comprehensiveness of the bicycle network by analyzing the network in relationship to bicycle trip attractors.

Objective 4.0

Promote bicycle safety awareness.

Policy 4.1: The City should facilitate educational programs to teach children and adults safe walking and bicycling behaviors, and educate motorists on sharing the road respectfully and appropriately.

Policy 4.2: The City should encourage employers to implement a comprehensive bicycle awareness program for their employees.

Policy 4.3: The City should encourage bicycle awareness programs for the general public.

Policy 4.4: The City should actively encourage City staff, employees, residents and visitors to use bicycles as often as possible.

Policy 4.5: Provide training opportunities for engineering, planning staff and law enforcement on how to accommodate bicyclists.

Policy 4.6: Designate a sheriff department liaison for the cycling community.

Policy 4.7: Encourage the Sheriff department to use targeted enforcement to encourage motorists and cyclists to share the road.

Performance Indicator:

- Development of a pedestrian and bicycle awareness program.
- Tracking the number of items given away or number of attendees at safety awareness event.

Objective 5.0

Promote bicycle usage.

Policy 5.1: Large non-residential developments should be encouraged to provide showers and lockers, flexible work schedules and other means to encourage and facilitate use of alternative modes of transportation by employees.

Policy 5.2: Bicycle racks should be made available at all new or rehabilitated nonresidential developments.

Policy 5.3: The City shall consider every street in Santee as a street that bicyclists will use.

Policy 5.4: Develop a City-wide bicycle map.

Policy 5.5: As bikeways are implemented, their availability and use should be encouraged through the City's web site, newsletters or the media.

Performance Indicator:

- inventory of the number of non-residential developments which provide showers and lockers and/or bicycle racks.

Objective 6.0

Maintain bicycle facilities.

Policy 6.1: The City shall support the school districts in conducting annual student travel tallies and parent surveys for schools actively participating in SRTS programs.

Policy 6.2: The City shall regularly collaborate with local and regional organizations, to identify educational opportunities, as well as, safety and/or infrastructure improvements.

Policy 6.3: Ensure ongoing efforts that support the Active Transportation Plan in relation to maintenance and monitoring.

Policy 6.4: All new capital improvement projects shall go through a review process to ensure consistency with the Active Transportation Plan.

Policy 6.5: Whenever capital improvement projects are done at intersections, as appropriate, ensure traffic signals are capable of detecting bicyclists.

Policy 6.6: Continue to implement a surface management system to maintain a smooth riding surface. Surfaces should be maintained at least as close to the curb as one foot which may require the use of alternative materials.

Policy 6.7: Continue the maintenance program to sweep streets and designated bikeways on a regular basis.

Policy 6.8: Continue the maintenance program to keep bikeway signage and pavement markings in good condition.

Policy 6.9: The City should take street resurfacing as an opportunity to contemporaneously add bicycle infrastructure.

Policy 6.10: Every effort should be made to retain existing bikeways when a roadway is reconstructed, reconfigured or improved. When designated bikeways are removed, they should be replaced on nearby parallel routes.

Policy 6.11: Auto travel lanes may be replaced by bike lanes where peak hour congestion levels are anticipated to maintain acceptable levels of service.

Performance Indicator:

- To track trends over time:
 - Track resurfacing/restriping of in-road facilities
 - Track maintenance of Class I Bike Paths and Multi-Purpose Paths
 - Inventory bicycle parking at major destinations (parks, schools, civic locations, commercial centers)
 - Count parked bicycles at bicycle racks at above locations

Objective 7.0

Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.

Policy 7.1: The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.

Policy 7.2: The City should provide for the connectivity of wide, well-lit sidewalks and environments with safety buffers between pedestrians and vehicular traffic, where feasible.

Policy 7.3: The City should pursue the elimination of physical barriers around public facilities and commercial centers to improve access and mobility of the elderly and disabled in a manner consistent with the Title 24 of the California Code of

Regulations and the federal Americans with Disabilities Act (ADA).

Policy 7.4: The City should identify and implement pedestrian improvements with special emphasis on providing safe access to schools, parks, community and recreation centers, and shopping districts.

Policy 7.5: The City should promote walking as the primary travel mode for the school trip through implementing the citywide Safe Route to School Plan.

Policy 7.6: The City should improve pedestrian safety at intersections and mid-block crossings, where appropriate.

Policy 7.7: On all primary pedestrian corridors, the City shall ensure adequate green time, based on established standards at crosswalks that allow the elderly and disabled to cross City streets on a single green light.

Policy 7.8: The City should provide connected network of safe pedestrian crossings throughout the City.

Policy 7.9: The City should enhance pedestrian visibility by enforcing parking restrictions at intersection approaches, improving street lighting, and minimizing obstructions.

Performance Indicator:

- Adoption of a pedestrian-friendly design guide
- Inventory of street lights which will identify areas with missing or large gaps in the street light network.

Objective 8.0

Increased use of alternative modes of travel to schools to reduce peak hour vehicular trips, save energy, and improve air quality around schools.

Policy 8.1: The City shall implement the Safe Routes to School Plan.

Policy 8.2: The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.

Performance Indicator:

- Include prioritized projects from the Safe Routes to School plan, which are located on City of Right-of-Way, in the City's Capital Improvement Program
- Track percentage of students traveling to school on foot or by bicycle over time
 - Student Travel Tallies
 - Parent Surveys

4.2 Improvements for People that Walk

The physical infrastructure for people who walk consists of sidewalk infill locations, installation of missing curb ramps and the enhancement of curb ramps to meet ADA such as including detectable warning strips. Additionally, four enhancements are identified to further improve access to existing multi-use trails, which will benefit both pedestrians and bicyclists.

Sidewalk Infill and Curb Ramps

As stated in Chapter 2, a citywide sidewalk inventory process was undertaken as part of the existing conditions analysis, with the results presented in Figure 2.7. Similarly, the curb ramp inventory results are shown as Figure 2.8. The locations identified as missing sidewalks were then reviewed and grouped together to form sidewalk infill projects based on location proximity, while also taking project size into consideration. The resulting sidewalk infill projects are depicted in **Figure 4.1**. Different colors were used to demonstrate the individual project groupings.

As these projects are undertaken, adjacent or nearby missing curb ramps will be included (previously shown in Figure 2.8). Curb ramps requiring detectable warning strips or other modifications may also be included, as feasible. Exact project extents and components may be adjusted at the individual project-level to reflect available funds and project scopes.

*Mission Gorge Road
at Magnolia Avenue*



4.3 Improvements for People on Bicycles

The bicycle infrastructure recommendations include a bicycle network, bike parking guidance, a pilot location for green conflict paint, and the retrofitting existing traffic signals to incorporate bicycle signal detection. A new bicycle and pedestrian bridge crossing the San Diego River is also planned just east of Cuyamaca Street, connecting Trolley Square to Town Center Park. Additionally, the trail access enhancements described under the previous section are intended to improve safety and mobility of not only people who walk, but those who bike as well.

Bicycle Facilities

Consistent with the goals and objectives set forth in this chapter, the recommended bicycle facilities are intended to create a complete network of varying classifications that can serve commuter and recreational needs. The facilities were selected to be context sensitive while considering built environment realities, resulting in a connected network that is intended to serve the needs of users of varying skills, ages, and abilities.

Figure 4.2 displays the planned bicycle network. The recommended bicycle facilities consist of three formal bikeway classifications recognized by Caltrans: Class I Bike Paths, Class II Bike Lanes (buffered and non-buffered), Class III Bike Routes. Paved multi-use paths – similar to those surrounding the Town Center – are also recommended, which are similar to Class I Bike Paths, yet do not entirely adhere to Caltrans’ design standards. A review of each facility type is provided.

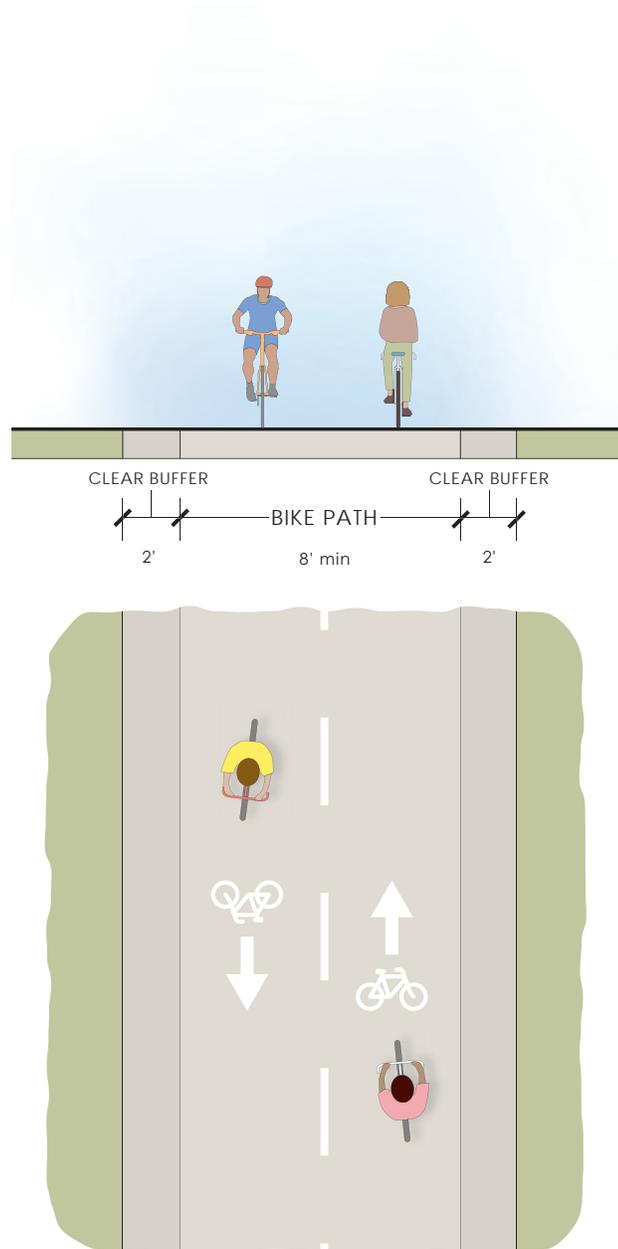
Table 4.1 summarizes the existing and planned centerline mileage of each bicycle facility category. As shown, total network mileage is planned to increase by over 16-miles. The greatest increases are among Class I bike paths, Class II bike lanes, and paved multi-use paths.



Bike Route

Table 4.1 Bicycle Network Mileage

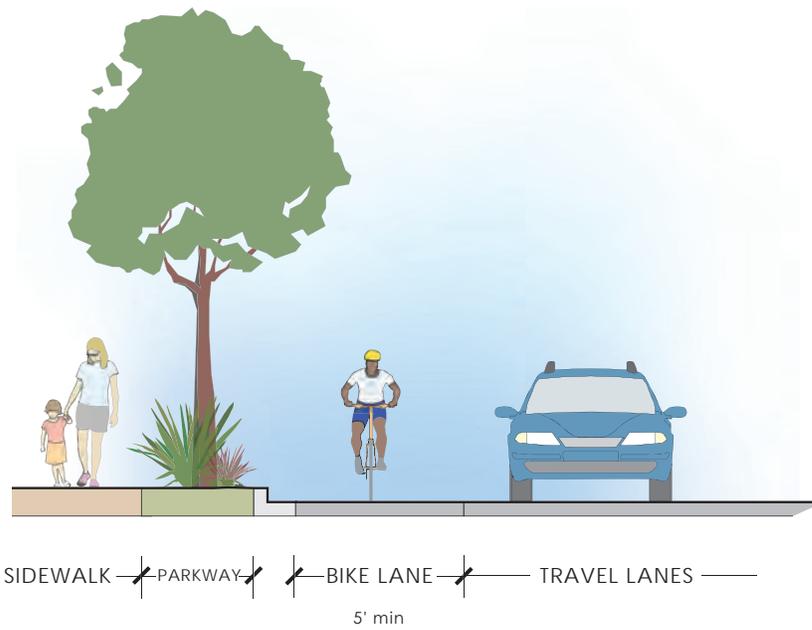
Classification	Existing Facilities (miles)	Planned Network (miles)	Change
Class I Bike Path	2.2	7.0	+4.8
Class II Bike Lane	22.6	27.5	+4.9
Class II Buffered Bike Lane	1.2	1.9	+0.7
Class III Bike Route	14.2	15.6	+1.4
Multi-Use Path (Paved)	7.5	12.2	+4.7
Multi-Use Path (unpaved)	2.2	2.2	--
Total Mileage	49.9	66.4	+16.5



Class I Bike Path

Also referred to as a shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel.

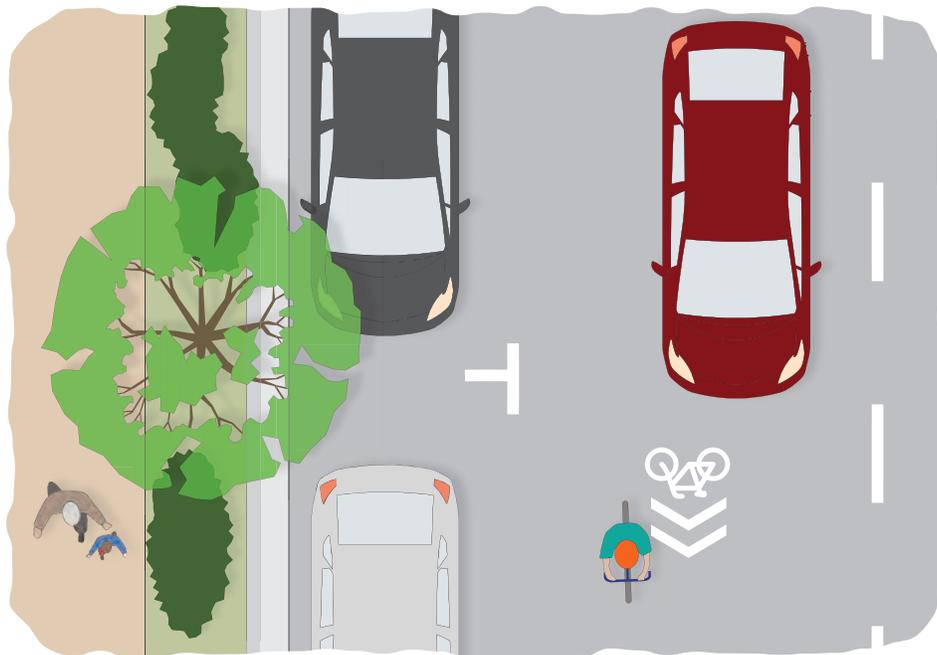
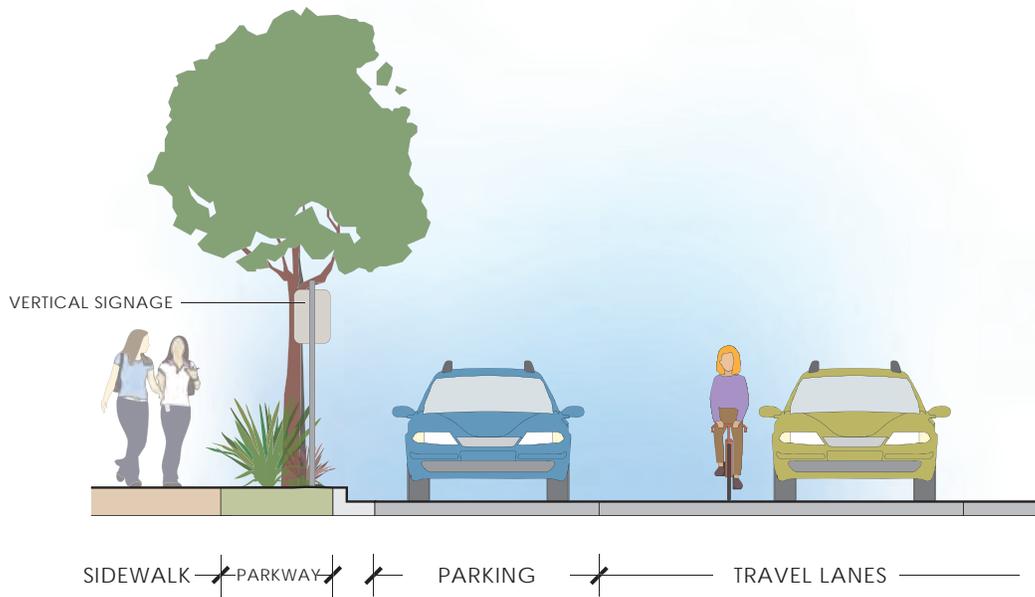
The minimum paved width for a two-way bike path is considered to be 8-feet (10-feet preferred), with a 2-foot wide graded area adjacent to each side of the pavement.



Class II Bike Lane

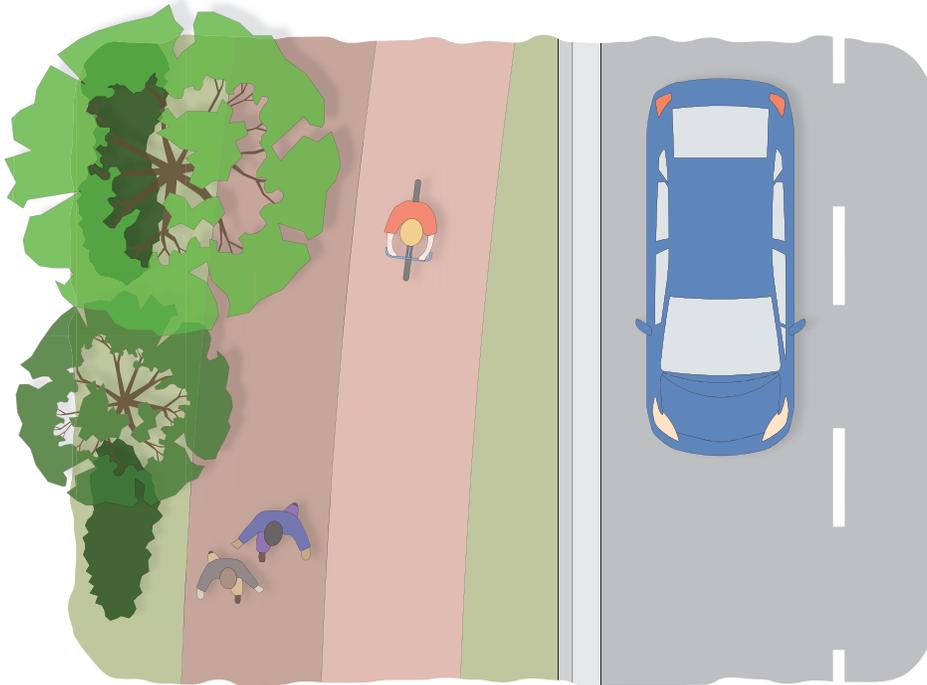
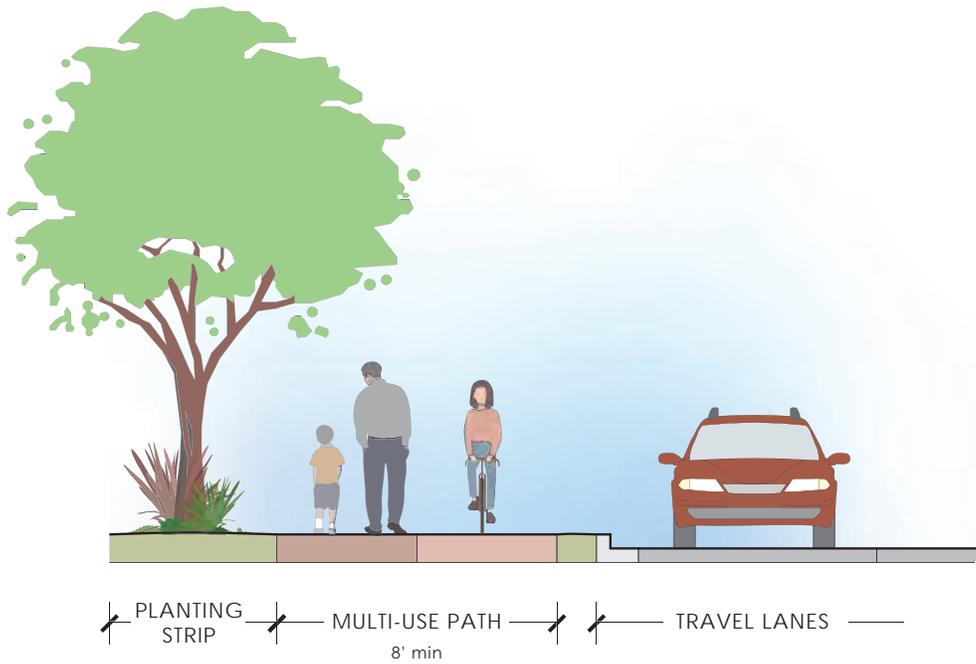
Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted.

The minimum bike lane width is considered to be 5-feet when adjacent to on-street parking, or 6-feet when posted speeds are greater than 40 miles per hour. Bike lanes can also have striped buffer areas 1.5-feet in width or greater to provide additional separation from vehicles.



Class III Bike Route

Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.



Multi-Use Paths

Although not a formal Caltrans bicycle classification, multi-use paths are facilities dedicated for the exclusive use by people riding bikes and walking. Similar to Class I bike paths, multi-use paths offer alternative connections that are physically separated from motor vehicles.

Within Santee, these facilities are recommended to be 10- to 12-feet in width, with smaller widths of 8-feet acceptable in the most constrained locations. The facilities differ from Class I bike paths in that they do not provide a 2-foot wide buffer on each side.

Planned Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)

Existing Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Buffered Bike Lane
- Class III Bike Route
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)
- 90 US Bike Route 90

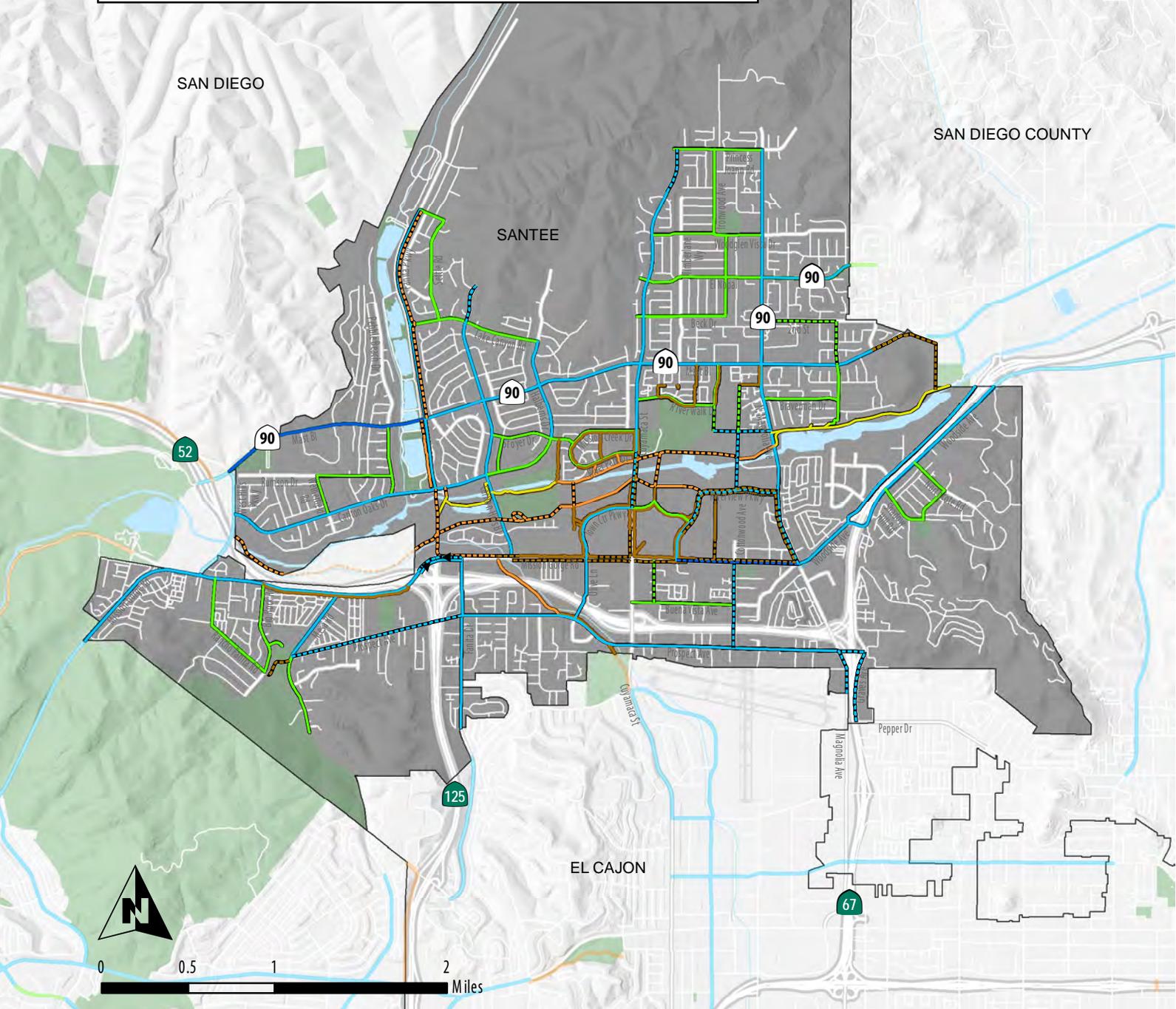


Figure 4.2 Planned Bicycle Network

Bicycle Parking

Providing safe and secure bicycle parking helps encourage individuals to bicycle. People may be more inclined to ride their bicycle if they know that their bicycle will be safe once they reach their destination.

Different needs are served by short-term and long-term bicycle parking. Short-term parking is bicycle parking that will be used for approximately two hours or less. This type of bicycle parking should be characterized by convenience and ease, and consist of standard bicycle racks that people are able to secure their bicycle by using a personal lock.

Long-term parking is parking that will be used for longer than two hours, and typically a user of this type of parking will place a higher value on security and shelter from weather. Long-term bicycle parking in Santee and the San Diego region typically consists of a bicycle locker which the bicycle is placed into and secured with a key, key card, or access code.

Locations of Existing Bicycle Parking

The Santee Town Center Transit Station has long-term bicycle parking in the form of 20 bicycle lockers. A few schools which also offer secure, enclosed bicycle parking, as well. Short-term bicycle parking (bicycle racks) can be found throughout the City of Santee at a variety of locations, such as:

- City Hall
- Santee Library
- Schools
- Parks
- The Marketplace at Santee
- Santee Town Center
- Santana Village Center
- Walmart
- Barnes & Noble
- Khol's
- Chick-fil-A
- In-N-Out Burger
- Costco
- Hometown Buffet
- The Home Depot
- Chuze Fitness
- Buffalo Wild Wings
- 99 Cent Store



Carlton Oaks Plaza (Library)

City of Santee Municipal Code

The City of Santee's Municipal Code requires new commercial and office uses to provide adequate and conveniently located bicycle parking. If a project anticipates visitors, racks need to be visibly located within 200-feet of the visitors' entrance and accommodate five percent of visitor motorized vehicle parking capacity. The Code requires buildings with more than 10 tenant-occupants to provide secure bicycle parking for five percent of motorized vehicle parking capacity.

Bicycle Parking Design Guidelines

Short-term and long-term bicycle parking serve different needs and therefore need to be sited and designed in different ways. Short-term parking should be close to the entrance of the destination, visible, well-lit and intuitive to use for the first-time user. The bicycle rack should support the bicycle in two places and prevent the wheel from tipping over, as well as, allowing the frame and one or both the wheels to be secured.

In selecting bicycle racks the following criteria should be taken into consideration:

- Supports the bicycle in an upright position
- Rack is intuitive to use even for first time users
- Accommodates a variety of bicycles and attachments
- Allows for the locking of the frame and at least one wheel
- Provides security
- Will last in the intended location (materials are weather proof, tamper-resistant mounting hardware, etc.)

Long-term parking should ensure security and weather protection. Security is the overriding consideration since employees, public-transit users and residents leave their bicycles unattended for long periods of time. Long-term parking can take on a number of different forms, such as a secure enclosure in a parking garage or bicycle lockers.



Green Conflict Paint

Colored pavement within a bicycle lane increases the visibility of the facility, identifies areas of conflict and reinforces priority to bicyclists in conflict areas. Colored pavement can be utilized as a corridor treatment along the length of a bicycle lane. Conflict paint can also be applied as a spot treatment at locations with potential for motor vehicle-bicycles conflicts. It can also be used to enhance intersection crossings, helping to guide bicyclists through an intersection and raise driver awareness to anticipate people on bicycles.

Paint treatments can also be used to create bike boxes at the front of intersection approaches before the limit line, giving priority idling spaces for bicyclists. This treatment can provide bicyclists a dedicated space at intersections in instances where a bike lane needs to be dropped on the approach to provide space for a right-turn only lane.

The increased visibility has also resulted in increased safer behaviors. Studies have shown a higher percentage of motorists yield to bicyclists and used a right-turn signal before changing lanes at locations which used green paint. Additionally, studies have shown that an increased number of bicyclists scanned for nearby vehicles after green paint installation.

Green paint can also be applied along local street approach and departure legs at freeway on-/off-ramp locations. These locations often exhibit some of the highest vehicular intersection volumes within a city, which can result in uncomfortable or undesirable bicycling conditions. The paint serves to emphasize visibility of the bike lane and to remind drivers to anticipate people on bikes when entering and exiting the freeway.



Dashed conflict paint used to emphasize the bike lane at a right-turn only lane



Bike Lane Conflict Paint on approach Leg of local street at freeway on-/off-ramp



Bike Lane Conflict Paint on departure leg of local street at freeway on-/off-ramp

A review of bicycle-involved collisions and the planned bicycle network informed the development of a pilot location for application of green paint. The driver and bicyclist movements preceding each collision, party-at-fault, collision cause, and violation codes were reviewed to better understand the interactions leading to each collision. In addition to bicycle collision data, bicycle count data was reviewed to determine the amount of bicycle activity at these intersections. Based on the review, consideration for green paint use is recommended at the Mission Gorge Road & SR-125 intersection.

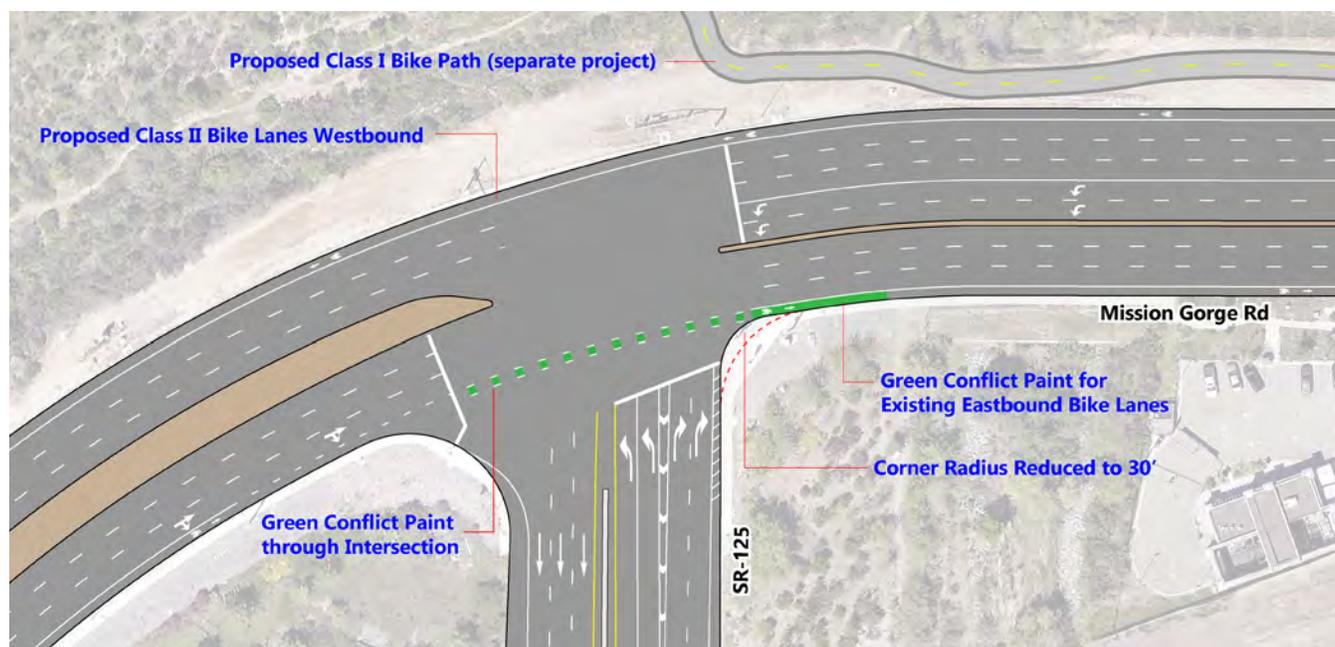
Conflict paint is planned on eastbound Mission Gorge Road (shown below). Dashed green conflict paint should be applied within the intersection footprint to aid in guiding people riding bicycles across the intersection and bring the attention of drivers exiting SR-125 to the presence of the bicycle lane. Additionally, conflict paint is planned on the intersection departure leg to serve as an additional visual cue that reminds drivers to anticipate people

on bikes while turning from SR-125 onto eastbound Mission Gorge Road.

Additional consideration should be made to reduce the southeast intersection corner radius – either through paint or physical modifications – to encourage slower vehicle speeds while turning from SR-125 onto eastbound Mission Gorge Road. If implemented and deemed successful, the City should consider further applications of green conflict paint on arterial intersection approaches and departure legs with bike lanes.

Bicycle Signal Detection

Sensors are commonly used to detect activity at traffic signals and initiate signal cycle progression. There are a variety of sensors that can be configured to detect bicycles, enabling a person on a bicycle to “trigger” a green light instead of waiting for a motor vehicle to actuate the traffic signal. Four types of bicycle signal detection are commonly used: loop, video, push-button, and microwave. The City of Santee uses video detection.



Mission Gorge Road/SR 125 Intersection

In 2007, California enacted a law which required all new and upgraded traffic signal sensors to detect bicycles (and motorcycles). In 2009, California's Manual on Uniform Traffic Control Devices (MUTCD) was revised to define performance standards for bicycle detection (CA MUTCD Section 4D.105).

Benefits

The benefits of bicycle detection are numerous to people on bikes. Bicycle detection increases safety by reducing delay at lights and thereby discouraging red light running. Bicycle detection improves efficiency of bicycle travel, increases convenience, and helps establish bicycling as a legitimate mode of transportation on streets. Bicycle detection can also be used to prolong the green phase in order to provide adequate time for people on bikes to clear the intersection.

Design Guidance

The National Association of City Transportation Officials (NACTO) offers design guidance for the application of bicycle detection. The guidance recommends the use of signs and/or pavement markings at signal detection locations where a bike facility is not present as a means to inform cyclists of the signal detection feature and to indicate where they need to be positioned in the roadway to activate the signal.

Bicycle Signal Detection Inventory

Figure 4.3 provides an inventory of traffic signals within the City of Santee, distinguishing between locations that have bike detection, do not have detection, or have in select directions. The inventory is displayed along with the existing and planned bicycle facilities.

Of the 61 traffic signals located within the City of Santee under Santee's control, 45 have full bicycle detection, three have detection in the north-south directions, two have detection in the east-west directions. Eleven signals have loops installed with the capability to detect bicycles, however, the detection only functions within the vehicle lane due to the loop positioning. Future video detection or the provision of loops within the bike lanes will benefit bicycle mobility and encourage safe behaviors at these intersections.

Eight of the 11 signals with limited loop detection are located within the public right-of-way, including:

- Mission Gorge Road / Father Junipero Serra Trail
- Mission Gorge Road / Big Rock Road
- Mission Gorge Road / Mesa Road
- Carlton Oaks Drive / Wethersfield Road
- Carlton Oaks Drive / Fanita Parkway
- Magnolia Avenue / Woodglen Vista Drive / Len Street
- Magnolia Avenue / Alexander Way
- Woodside Avenue / Davidann Road / SR-67 EB On-Ramp

The remaining three signals with limited loop detection are located within private commercial developments and were therefore excluded from the recommendations.

Locations with limited bicycle detection include:

- Magnolia Avenue / El Nopal (north-south)
- Magnolia Avenue / 2nd Street (north-south)
- Magnolia Avenue / Carefree Drive (north-south)
- Ellsworth Lane / Prospect Avenue (east-west)
- Atlas View Drive / Prospect Avenue (east-west)

Concurrent with future signal hardware modifications, each signal identified should be upgraded to provide bicycle detection in all directions from where a bicycle may legally approach.

With the exception of the signals at the Magnolia Avenue / Alexander Way intersection and the Post Office Driveway, all signals lacking full detection are located along existing bicycle facilities.

The signal at the Fanita Parkway / Carlton Oaks Drive intersection also has a planned multi-use path that will extend south of the intersection. Bicycle detection should be implemented at this location either prior to, or concurrent with the multi-use path installation.



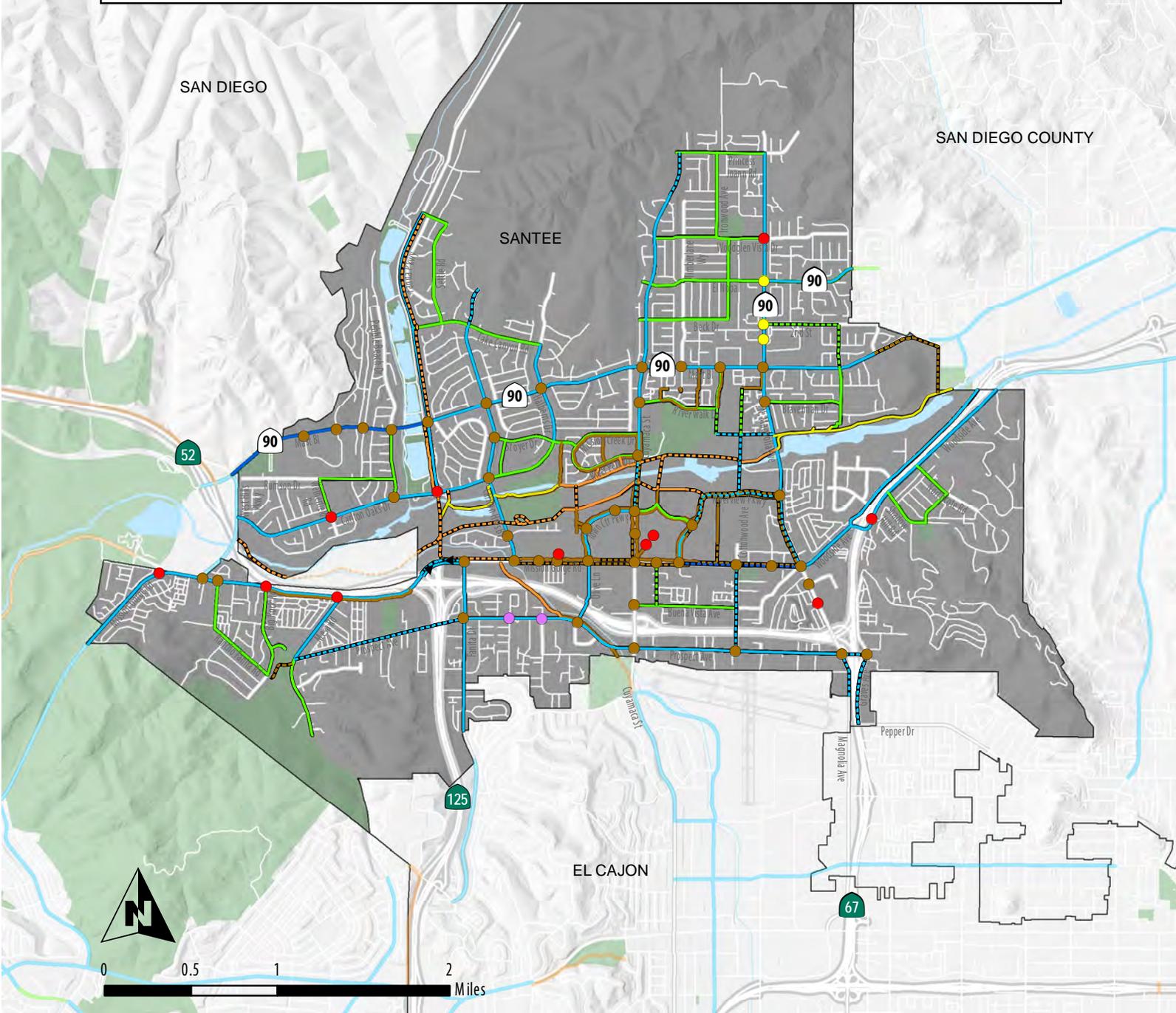
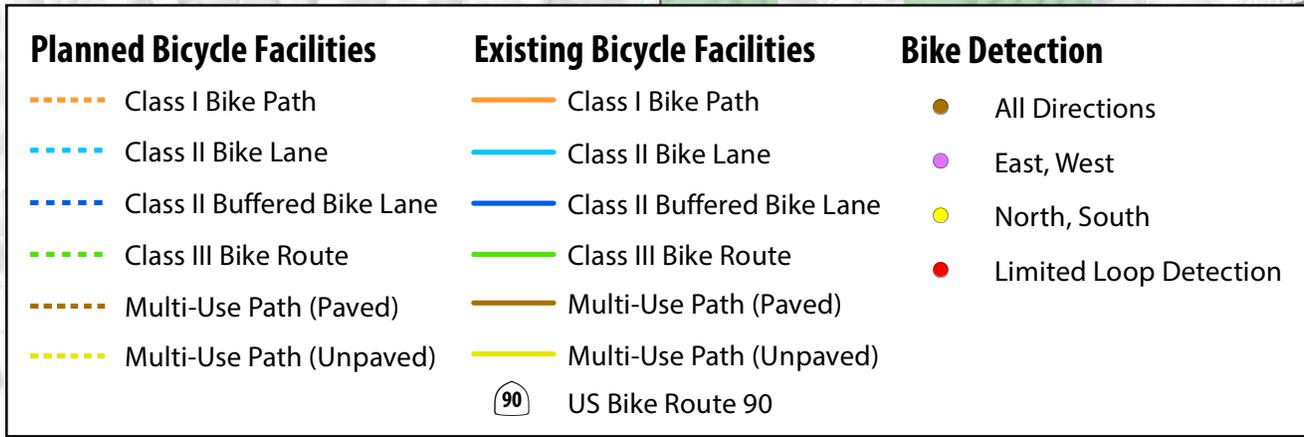


Figure 4.3 Bicycle Detection

4.4 Trail Access Enhancements

The San Diego River Trail and Forrester Creek Trail are unique community assets, offering comfortable pedestrian and bicycle options for recreation and transportation trips alike. These paths encounter minimal roadway crossings and are largely separated from vehicle travel lanes. Enhancements consisting of controlled crossings and supporting features are proposed at four locations to facilitate safe roadway crossings and improve pedestrian and bicycle access to the trails.

The locations are displayed in **Figure 4.4** along with the existing and planned Class I Bike Paths and multi-use trails. The trail access enhancement locations include: San Diego River Trail (south of river) at Cuyamaca Street), San Diego River Trail (north of river) at Magnolia Avenue, Forrester Creek Trail at Mission Gorge Road (west of Carlton Hills Boulevard), and Forrester Creek Trail at Prospect Avenue (west of Cuyamaca Street). The existing conditions and recommended improvements for each planned access enhancement location is described in greater detail.

Hybrid Beacon

Hybrid beacons, also known as **H**igh intensity **A**ctivated **C**rosswalks (HAWK), serve to assist pedestrians and/or bicyclists crossing a roadway while controlling vehicular traffic. These devices can be installed at locations where full traffic signals are not suitable, such as mid-block locations or where a trail intersects with a roadway. In addition to providing safety benefits to active transportation users, hybrid beacons remain dark unless activated by a person walking or riding a bike, which limits any unnecessary delay to drivers.

San Diego River Trail (south of river) at Cuyamaca Street

An existing segment of the San Diego River Trail south of the river currently spans to the west of Cuyamaca Street with a future trail planned to the east of Cuyamaca Street. The location where the two facilities will meet at Cuyamaca Street consists of a wide, 5-lane roadway, while the nearest controlled crossing is at Town Center Parkway, over 700' to the south.

As part of the trail expansion to the east, a hybrid beacon with a high visibility marked crosswalk, crossing signage, accessible curb ramps, audible and visual countdown signal heads and advance stop bars are recommended to provide a direct pedestrian and bicycle trail connection across Cuyamaca Street. The existing median along Cuyamaca Street south of the crossing location should be extended northwards to serve as a pedestrian refuge. The extended median can also serve as an additional location to position enhanced signage alerting drivers to the crossing location.



San Diego River Trail hybrid beacon crossing in the City of San Diego

Pending potential development of the parcel located just northeast of the Cuyamaca Street and Town Center Parkway intersection, a full traffic signal may be implemented in place of the hybrid beacon. The traffic signal should incorporate the recommended hybrid beacon features, with the exception of the pedestrian refuge.

Walker Preserve Trail to San Diego River Trail at Magnolia Avenue

The Walker Preserve Trail stretches eastwards from Magnolia Avenue to the eastern City boundary, while a future segment of the San Diego River Trail is planned to the west of Magnolia Avenue. An undercrossing will connect the two segments, however, access to the trails from the west side of Magnolia Avenue is not provided.

As the parcel to the west of Magnolia Avenue is developed a new traffic signal will be installed. This signal will provide a controlled crossing that can be utilized by people walking and riding bicycles, creating a connection that is accessible from both sides of Magnolia Avenue. The traffic signal should incorporate a high visibility marked crosswalk, accessible curb ramps, audible and visual countdown signal heads and advance stop bars.

Forrester Creek Trail at Prospect Avenue

A hybrid beacon is recommended across Prospect Avenue at the Forrester Creek Trail, just west of Cuyamaca Street. This controlled crossing will improve safety and mobility for pedestrians and bicyclists between two existing segments of the Forrester Creek Trail. The crossing will also benefit bicyclists using the existing bike lanes that run along both sides of Prospect Avenue, improving the connection between the bike lanes and trail segments to the north and south.

The hybrid beacon crossing should consist of a high visibility marked crosswalk, accessible curb ramps, audible and visual countdown signal heads and advance stop bars. A pedestrian refuge or raised median should also be considered at this location to further improve safety and serve as a traffic calming measure.

Forrester Creek Trail at Mission Gorge Road

The Forrester Creek Trail’s northern terminus is located at Mission Gorge Road, to the west of Carlton Hills Boulevard. The trail’s terminus places trail users on the south side of Mission Gorge Road, while a planned Class I path is planned along the north side of Mission Gorge Road. A hybrid beacon is proposed to facilitate the crossing of Mission Gorge Road, and connect the existing Forrester Creek Trail to the planned Class I path. The hybrid beacon crossing should consist of a high visibility marked crosswalk, accessible curb ramps, audible and visual countdown signal heads and advance stop bars. Wayfinding signage should also be considered to inform users of the connections on each side of the crossing.



Forester Creek Trail

Planned Bicycle Facilities

- Class I Bike Path
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)

Other Planned Features

- Traffic Signal
- Hybrid Beacon

Existing Bicycle Facilities

- Class I Bike Path
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)

SAN DIEGO

SAN DIEGO COUNTY

SANTEE

EL CAJON

52

125

67



0 0.5 1 2 Miles

Figure 4.4 Trail Access Enhancement Locations

4.5 Supporting Programs

Active transportation planning follows the “Five E’s” framework of Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering is covered in the previous section on projects. The remaining four (Education, Encouragement, Enforcement and Evaluation) are typically provided through supporting programs which supplement engineering improvements to help ensure that the active transportation environment is safe, respectful, and comprehensive.

Funding for these efforts can be secured using local funds, grant programs, or diverting a small percentage of the City’s share of the regional, SANDAG-administered TransNet sales tax allocation to produce materials, hire vendors, or train existing staff for programs or products to encourage and support active transportation.

The following supporting programs are intended to serve as a toolkit for Santee to consider as funding sources are identified.

Education Programs

Education programs enable bicyclists, pedestrians, and motorists alike to understand how to travel safely in the roadway environment and interact with one another according to the law. Education programs are available in an array of formats, from long-term courses with detailed instruction, to single sessions focusing on a specific topic. Curricula should be appropriate to the target audience and to the format of instructions.

The purpose of the following education programs is to teach participants the “rules of the road” and basic safe bicycling and walking skills. Equipping residents with this knowledge and these skills can help reduce collisions.



Table 4.2 Example Safety Messages

Safety Message Text and Recipients	Target Audience
Targeted at People Biking	
Ride predictably - Wrong way riding is dangerous	General bicycling population
Ride predictably - Bicycles must follow rules of the road (obey traffic signals and stop signs)	General bicycling population
If riding on sidewalk, enter crosswalk at walking speed (and on correct side of road) to avoid collisions with turning vehicles	Older youth/young adults
Targeted at People Walking	
Look before crossing (even when you have the walk signal)	Youth
Cross at the corner	General population, youth, and visitors
Targeted at People Driving	
Look in your blind spot (for bikes) before turning or opening your car door	Visitors and residents
Yield to pedestrians in crosswalks (marked and unmarked)	Visitors and residents
"Slow down for our kids" or similar	Visitors and residents
"Speed Kills" campaign	Visitors and residents

Safety Messaging Campaigns

Safety messaging campaigns are an effective way to build awareness of people walking and biking and to encourage safe driving behavior. The subject matter and the channels of communication can be adjusted depending on the target audience and the budget. Changeable Message Signs (CMS), safety banners, existing billboards or even yard signs can be used.

The signs raise awareness of pressing safety issues and can be sited at strategic locations throughout the City. Advertising on bus shelters and benches can also be an interesting part of safety campaigns to expand the reach of messaging.

Campaigns may use community events, schools, press conferences and sponsorships to educate the community about safe driving. **Table 4.2** lists example safety messages for safety message campaign.

Another program to consider is to develop a Shared Lane Marking or "sharrow" education campaign. Since this plan proposes a number of Class III shared lanes, the focus of the campaign could be on education regarding what a sharrow means for cyclists and for motorists, and how people on bicycles should use sharrows.

In conjunction with the Sharrow Education Campaign, there could be an education campaign on the “Three Feet for Safety Act” (CVC 21760). The “Three Feet for Safety Act” requires drivers to maintain a minimum 3-foot buffer when passing cyclists and when sharing the road with a bike. Included in this educational campaign could be information on why a motorist should give a person on a bicycle a 3-foot buffer, under what circumstances the law applies, and the penalties to drivers for violating the law.

Supplemental Education Campaigns

In addition to the above-mentioned education programs, project implementation may necessitate concurrent educational campaigns to inform community members how to properly use the new facilities, as well as, of the goals and benefits of the projects. The following educational strategies should be considered:

Project Website

To provide an overview of and updates on implementation of major projects and their related goals, design features, schedule of approval, design and construction, or impacts to the neighborhood.

Billboards/Bus Shelters

Working with MTS or utilizing billboards to feature simple, large print ads to promote pedestrian and bicycle safety and/or explain new design treatments in the public right of way (i.e. flashing pedestrian beacons).

Social Media

To promote and provide updates on projects via major social media outlets, such as Facebook, Flickr, Instagram.

Staff /Agency Training

To provide City staff and enforcement staff with training on new design treatments in the right-of-way.

Safe Routes to School

Safe Routes to School programs are programs which offer a variety of educational programs to students regarding safe active transportation behaviors and skills, as well as, recommended infrastructure improvements in the walkshed surrounding schools. The City of Santee has an adopted Safe Routes to School Plan. The City of Santee should continue to work with schools within its boundaries on implementing the programs and recommended





Bike-to-Work Day

infrastructure improvements. Additionally, the programmatic offerings should be expanded to all schools.

Adult Bicycle Education

Most bicyclists do not receive comprehensive instructions on safe and effective bicycling techniques, laws, or bicycle maintenance. Bike skills training courses are an excellent way to improve cyclists' confidence and safety.

Through SANDAG's iCommute program, employers can take advantage of these programs without charge. The classes available include bicycle safety checks, a bike class, and a Bike and Learn Together class which teaches on-road and commuting skills.

Alternately, the City can partner with

local bicycle groups and other non-profit community-based organizations, such as the San Diego Bicycle Coalition, to offer League of American Bicyclists bicycle skills courses, incorporating them into recreation center or active transportation programs.

Encouragement Programs

Throughout the year, the City should continue to look for opportunities to promote walking and bicycling at local and regional events, such as the following:

Bike to Work Day/Month

The City should continue to promote and participate in Bike-to-Work-Day/Month, a regional event sponsored by SANDAG and regional agencies during the month of May. This is a good opportunity to raise the visibility of cycling in the City, give away safety equipment, and partner with

local community groups and businesses to promote bicycling as a form of transportation.

Bicycle Parking Program

Providing safe and secure bicycle parking helps encourage individuals to bicycle. The City should develop a Bicycle Parking Program by regularly, if not annually, inventorying existing racks, identifying areas that need more bike parking, and upgrading facilities when necessary around commercial areas. The data should be maintained in a database for ease of mapping, asset management, and otherwise monitoring to gauge effectiveness.

Bike Valet

The City should work with local organizations to sponsor bike valets at community events with high visibility in the City, such as the Summer Concert Series, farmer's markets, or annual community events.

Open Streets Program/Event

The City should explore opportunities to host an open streets event. Open street events are free events in which the City closes down certain designated sections of roadways to cars for a set number of hours and opens the streets up to people on bicycles, scooters, roller skates, skateboards, wheel chairs and of course feet. The purpose is to allow residents to discover active transportation in a safe environment while fostering civic pride and stimulating economic development (if the event is activated with vendors or takes place along commercial retail).

Pop-Up Neighborhood Event

During the design development phase of certain projects, the City could host "pop-up" events, such as those facilitated during the creation of this Plan, with temporary in-street installations at the site of proposed improvements. These events allow community members to try out, touch, and see the potential improvements in their



future location. The event helps residents understand the benefits of unusual or nontraditional neighborhood treatments, such as traffic diverters or unique pavement markings and signage.

Enforcement Programs

Motorists, pedestrians, and bicyclists alike are sometimes unaware of each other's rights as they travel city streets. Enforcement programs target unsafe pedestrian, bicyclist and motorist behaviors and enforce laws that reduce collisions and conflicts. Enforcement fosters education and mutual respect between roadway users and improves safety. Educating the public through enforcement policies will supplement the physical improvements made in the City. As resources permit, the City should coordinate with the Sheriff's department to conduct enforcement efforts related to:

- Pedestrian Crossing Behavior
- Motorist Behavior
- Safe Walking, Riding, and Driving in School Zones
- Riding Against Traffic
- Failure to Yield at Crosswalks

Evaluation Programs

Evaluation programs help the City to measure how well it is meeting the goals of this Plan and related plans that address the need to increase bicycle ridership. Evaluation is a key component of any engineering or programmatic investment. An Active Transportation Monitoring Plan was developed in support of this Active Transportation Plan as a means to track key active transportation variables to enable the evaluation of activity levels, behaviors, responses to investment and safety. The monitoring plan is further described within Chapter 5 Implementation.



A photograph of a suburban street scene. In the foreground, a concrete sidewalk with a textured, pebbled section runs along the edge of a road. The road is paved with asphalt and has white lane markings. Several cars are visible on the road, including a dark sedan in the middle ground. The background features lush green trees, a clear blue sky, and distant hills. The overall scene is bright and sunny.

Chapter 5

Implementation

The process of implementing the planned projects is dependent on a variety of factors that may include the availability of funds, agency and departmental coordination, property redevelopment, and right-of-way acquisition to name a few. To support the implementation process, this Chapter provides information related to project prioritization, priority project sheets, cost estimates, and grant funding sources to consider pursuing. This information is intended to aid City staff in the allocation of resources and to help determine which projects should be pursued. Topics for consideration following project implementation are also covered, including a discussion on facility maintenance and performance monitoring.

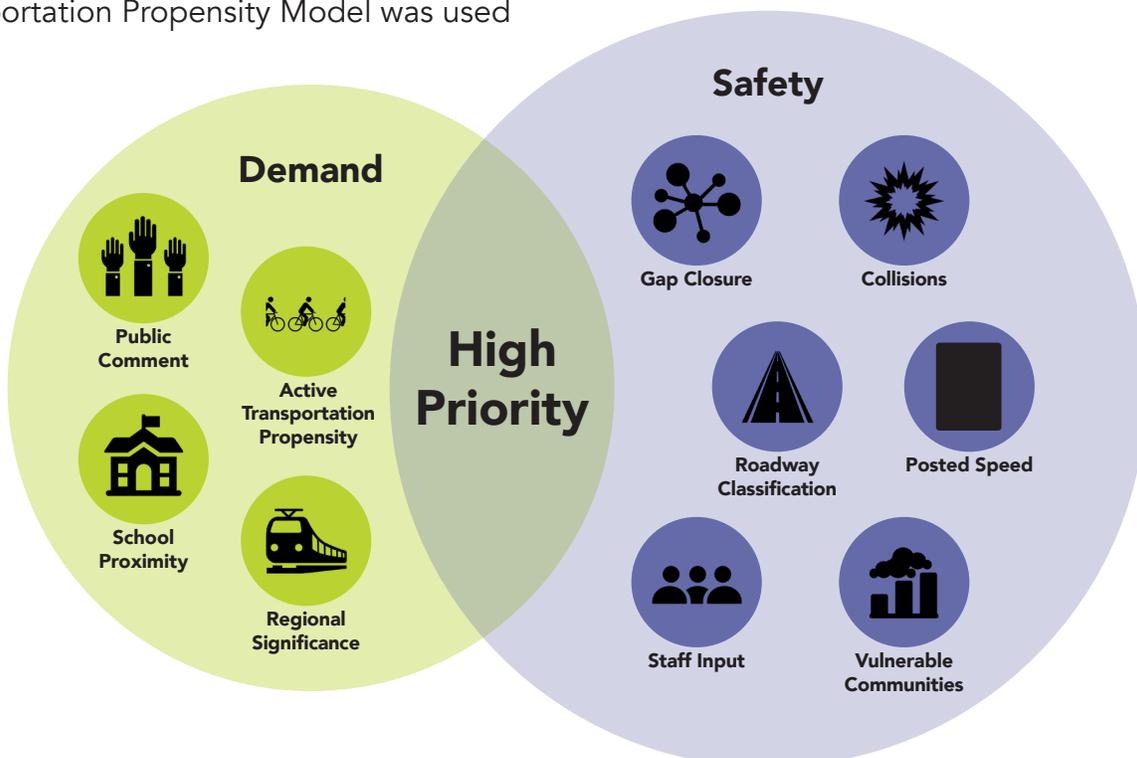
5.1 Prioritization Process

A prioritization process was developed as a means to objectively rank which pedestrian and bicycle infrastructure projects are likely to have the greatest benefit to the City’s active transportation system. To achieve this, the process involved selecting inputs related to user safety and demand. Relating to demand, an Active Transportation Propensity Model was used

to identify areas with greater potential for active transportation trips. School proximity, public comments, and regional significance were also included. The project was awarded regional significance points if it fell along the SANDAG’s regional bicycle network, connected to the Santee Town Center, or connected to an adjacent jurisdiction.

Health and safety inputs included collision frequency and severity, posted speed limits, roadway classification, and projects that fill existing gaps in the active transportation networks. Finally, staff input and metrics identifying communities most vulnerable to pollution effects (CalEnviroScreen) were also used.

Appendix E identifies each of the demand- and safety-related inputs, with values associated with different levels of each criteria. Pedestrian and bicycle infrastructure projects were prioritized separately, however, using the same criteria. The hybrid beacons proposed to enhance trail access were each evaluated as part of the bicycle network.



5.2 Prioritization Results

The prioritization results for the sidewalk infill groupings and bicycle projects and hybrid beacons are presented within this section. The results are intended to serve as a reference guide when evaluating and selecting individual projects. However, the prioritization results do not necessarily reflect the order of implementation nor does it guarantee projects will be built. For example, some projects may be dependent on the completion of other improvements. In other instances, unforeseen circumstances that may be revealed at the individual project level may further impact project sequence.

The prioritization results for the sidewalk infill groupings are presented in **Figure 5.1**, while the full list of prioritization results, including the assigned point values for each category by project, are provided in **Table 5.1**. The table also includes planning level cost estimates for each project. The cost estimates were developed by applying unit cost assumptions to each improvement type (linear feet of sidewalk with curb and gutter, linear feet of sidewalk without curb and gutter, new curb ramps, and curb ramp retrofits to ADA standard) and multiplying by the respective quantity. Additional cost estimate development documentation is provided in **Appendix F**.

The prioritization results are intended to be used as a guide for selecting projects; however, additional considerations will ultimately be factored into the determination of which projects receive funding or to for which grants would be sought.

In some instances, projects were awarded the same score as one another, resulting in multiple projects with the same rank – including four projects ranked as number 10. The table identifies the project extents for each grouping, the linear feet of sidewalk to be constructed and curb ramp quantities.

Curbs and gutters generally need to be constructed with the infill sidewalk location; however, in some cases, just a sidewalk is needed. These differences are noted in the table, although actual requirements may vary at the project level. Similarly, locations where a full curb ramp is required is distinguished from those where a detectable warning pad surface is required. However, additional Americans with Disabilities Act requirements may be determined at the project level, necessitating full curb ramp replacement (e.g., curb ramp slope, cross-slope, width, etc.).



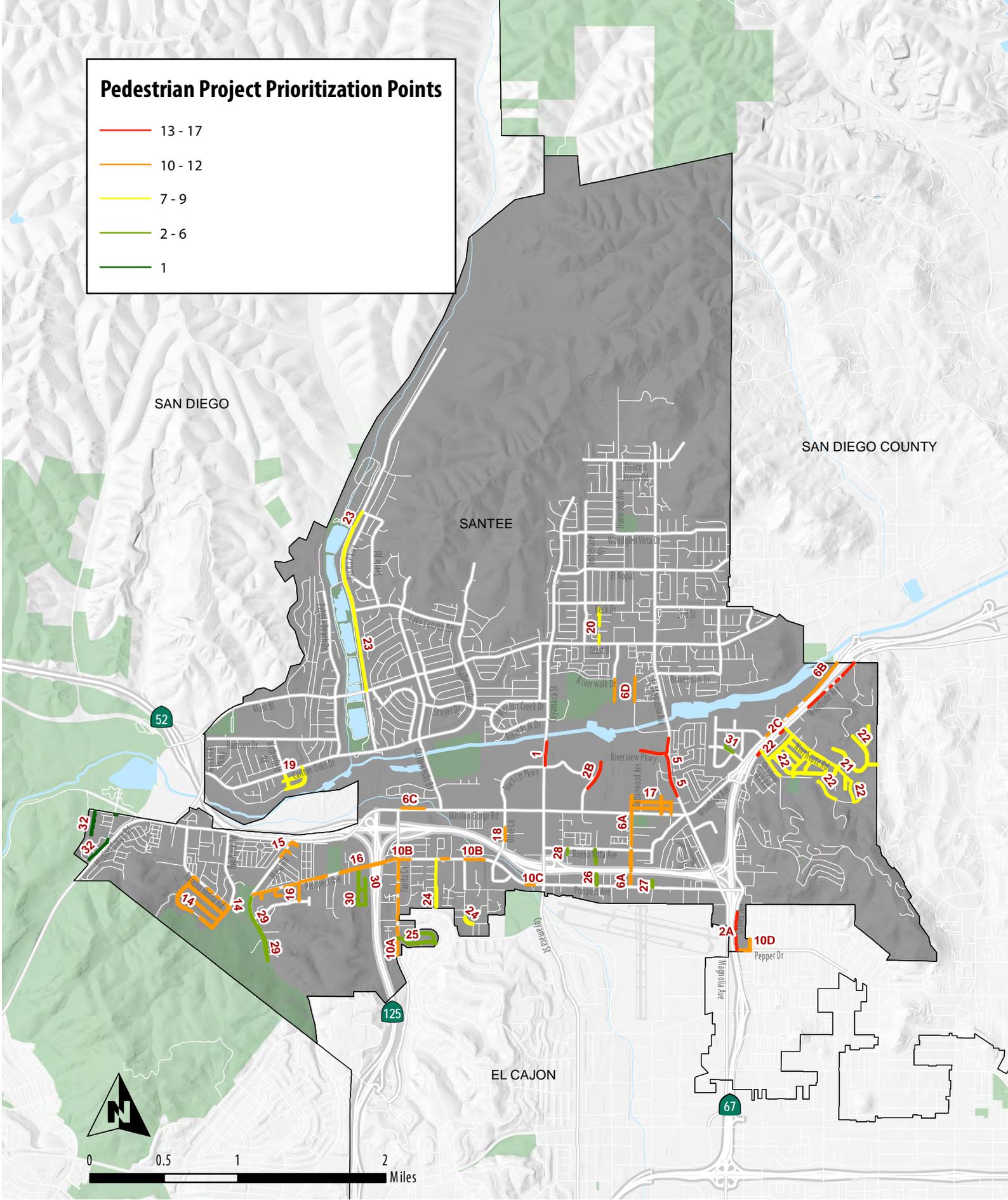


Figure 5.1 Sidewalk Infill Prioritization Results

Table 5.1 Sidewalk Infill Grouping Prioritization Results

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
1	Cuyamaca St (east side)	Town Center Pkwy to River Trail bridge (overpass)	847				17	\$862,239.58
2A	Graves Ave (east side)	Pepper Dr to ~750ft south of Prospect Ave	1,373			2	14	\$316,973.50
2B	Riverview Pkwy (east side)	Town Center Pkwy to North end	572				14	\$582,291.67
	Riverview Pkwy (SE side)	Town Center Pkwy to ~400ft south of Town Center Pkwy		388				\$394,981.06
2C	Woodside Ave (east side)	67-Fwy to Northcote Rd	559			3	14	\$154,045.50
	Woodside Ave (east side)	Northcote Rd to Woodside Terrace	2,178		3			\$589,101.00
5	Magnolia Ave (west side)	Cottonwood Ave to Park Ave	2,032				13	\$473,994.00
	Riverview Pkwy (north side)	Magnolia Ave to West end (culdesac)		987				\$125,842.50
6A	Cottonwood Ave (both sides)	Prospect Ave to 52-Fwy	597				12	\$167,611.50
	Cottonwood Ave (both sides)	Fwy-52 to Mission Gorge Rd	2,328		8			\$762,076.00
6B	N Woodside Ave (north side)	Wheatlands Ave to N City Boundary	3,230				12	\$840,735.00
6C	Mission Gorge Rd (north side)	Fanita Dr to ~500ft west of Carlton Hills Blvd		1,211			12	\$1,232,788.83
6D	Park Center Dr (east side)	Riverwalk Dr to South end (culdesac)	804				12	\$184,518.00
	Cottonwood Ave (west side)	Annie Ln to Claudia Ave	870					\$199,665.00

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
10A	Fanita Dr (east side)	Prospect Ave to S City Boundary	2,276		3	3	11	\$637,347.00
	Fanita Dr (west side)	Prospect Ave to S City Boundary	953		3	8		\$460,793.50
10B	Prospect Ave (south side)	Atlas View Dr to Agent St	683				11	\$225,598.50
	Prospect Ave (south side)	Fanita Dr to Double M Rd		425				\$92,437.50
	Propsect Ave (north side)	Granite House Ln to ~100 ft east of Ellsworth Ln	373					\$93,253.50
10C	Prospect Ave (south side)	Existing Class I east of Pathway St to ~250ft west of Cuyamaca St	297				11	\$68,161.50
10D	Pepper Dr (both sides)	Graves Ave to Teton Dr	690				11	\$158,355.00
	Teton Dr (both sides)	Pepper Dr to Andes Rd (City Boundary)		788				\$108,120.00
14	Rancho Fanita Dr (south side)	Organdy Ln to Big Rock Rd		831			10	\$174,802.50
	Linene Dr (both sides)	Organdy Ln to Big Rock Rd		3,265				\$798,787.50
	Poplin Dr (both sides)	Organdy Ln to Big Rock Rd		3,236				\$802,740.00
	Shantung Dr (both sides)	Organdy Ln to Big Rock Rd		2,693	2			\$622,157.50
	Organdy Ln (both sides)	Poplin Dr to Rancho Fanita Dr		1,626	4			\$359,465.00
	Big Rock Rd (both sides)	Shantung Dr to Rancho Fanita Dr		1,879	9			\$438,472.50
15	Cherub Ct (both sides)	Mesa Rd to East end (culdesac)		612			10	\$100,980.00
	Graham Terrace / Mesa Rd (both sides)	SE corner of Mesa Rd and Graham Terrace	504		2			\$187,918.00

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
16	Prospect Ave (both sides)	Mesa Rd to S Slope St	61	1,300	5	3	10	\$328,754.50
	Val Vista Dr (both sides)	Prospect Ave to South end (culdesac)	432					\$160,344.00
	Courtney Ln (NE side)	Prospect Ave to South end (culdesac)		451				\$72,802.50
	S Slope St (west side)	Prospect Ave to Mesa Heights Rd		630				\$103,275.00
	Prospect Ave (north side)	S Slope St to Holden Rd	903					\$230,188.50
	Prospect Ave (south side)	Anlee Dr to Holden Rd	205					\$69,997.50
	Prospect Ave (north side)	Dove Hill Dr to Fanita Dr		1,879	8			\$337,322.50
	Prospect Ave (south side)	Clifford Heights Rd to Glen Oaks Way		1,415				\$249,262.50
17	Park Ave (both sides)	Cottonwood Ave to 1st St	2,735		9		10	\$887,782.50
	3rd St (both sides)	Cottonwood Ave to 1st St	2,690					\$701,505.00
	Cottonwood Ave (both sides)	Mission Gorge Rd to North end	1,186					\$287,487.00
	Edgemoor Dr (both sides)	Mission Gorge Rd to North end	1,112					\$301,104.00
	1st St (west side)	Mission Gorge Rd to Park Ave	360					\$97,920.00
18	Olive Ln (east side)	Maccool Ln	443		1	1	10	\$134,903.50

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
19	Inverness Rd (both sides)	Wethersfield Rd to Carlton Oaks Dr		2,126	4	2	9	\$478,635.00
	Dunkwoodie Rd (both sides)	Iverness Rd to West end (culdesac)		1,389				\$268,897.50
	Wethersfield Rd (both sides)	Carlton Oaks Dr to Inverness Rd		680	3	3		\$125,205.00
20	Conejo Rd (both sides)	Mast Blvd to North end (culdesac)	1,127				9	\$350,446.50
21	Northcote Rd (south side)	Huntingride Cir to Woodside Ave		1,164	3		8	\$283,560.00
	Northcote Rd (both sides)	Blackhorse Dr to Huntingride Cir		2,260	5	2		\$543,320.00
	Northcote Rd (north side)	Huntingride Cir to ~200ft east of Via Teresa	398					\$114,291.00
22	Canyon Park Dr (NW side)	Northcote Rd to North end (culdesac)	2,534		2	1	8	\$792,438.00
	Canyon Park Dr (SE side)	Northcote Rd to North end (culdesac)	2,569		4	1		\$773,270.50
	Canyon Park Terrace (both sides)	Canyon Park Dr to West end (culdesac)	1,434					\$466,803.00
	Fonteyn Ct (both sides)	Canyon Park Dr to East end (culdesac)	714					\$186,813.00
	High Rise Way (both sides)	Canyon Park Dr to North end (culdesac)	1,658					\$518,211.00

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
22	Blackhorse Dr (west side)	Northcote Rd to Diamondback Dr		768			8	\$143,820.00
	Diamondback Dr (north side)	Blackhorse Dr to North end (culdesac)		907		2		\$178,712.50
	Koonce Rd (both sides)	Northcote Rd to South end (culdesac)		948				\$166,770.00
	Diamondback Dr (north side)	Blackhorse Dr to West end (culdesac)		967				\$192,142.50
	Heatherdal St (both sides)	Meadow Terrace Dr to Lea Terrace Dr		1,645	4			\$423,087.50
	Fairlawn St (both sides)	Meadow Terrace Dr to Lea Terrace Dr		1,627	4			\$443,742.50
	Bloomdale St (both sides)	Meadow Terrace Dr to Lea Terrace Dr		1,632	4			\$444,380.00
	Bird St (both sides)	Meadow Terrace Dr to Lea Terrace Dr		1,939	4			\$514,122.50
	Shadow Hill Rd (east side)	Woodside Ave to Ruocco Dr		1,146	4			\$275,315.00
	Meadow Terrace Dr (both sides)	Northcote Rd to Shadow Hill Rd		2,396				\$473,790.00
	Lea Terrace Dr (both sides)	Northcote Rd to Shadow Hill Rd		2,119				\$331,372.50
	Larkridge St / Robinridge Way (both sides)	Lea Terrace Dr to Northcote Rd		3,355	8			\$862,112.50
	Shadow Hill Way (both sides)	Larkridge St to Heatherdale St		938				\$180,795.00
Heatherdale St (both sides)	Lea Terrace Dr to Larkridge St		1,923	2		\$447,482.50		

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
23	Fanita Pkwy (west side)	Mast Blvd to Lake Canyon Rd	2,902				8	\$666,009.00
	Fanita Pkwy (west side)	Lake Canyon Rd to Campground (Penmar Rd)	3,024					\$694,008.00
	Fanita Pkwy (west side)	Campground (Penmar Rd) to Ganley Rd	665					\$152,617.50
24	Ellsworth Ln (west side)	Prospect Ave to Padre Ln		897			7	\$206,167.50
	Ellsworth Ln (both sides)	Padre Ln to South end (culdesac)		1,402				\$247,605.00
	Atlas View Dr (both sides)	Starcrest Dr to Desiree Ln	823					\$257,728.50
25	Fanita Rancho Rd (both sides)	Fanita Dr to Farrington Dr		3,089	6		6	\$694,747.50
	Todos Santos Dr (both sides)	Fanita Rancho Rd (west to east)		2,700	2			\$638,350.00
26	Louis Ln (both sides)	Prospect Ave to North end	805				6	\$238,297.50
27	Railroad Ave (both sides)	Prospect Ave to North end	517				6	\$133,951.50
28	Lind Vern Ct (both sides)	Buena Vista Ave to South end (culdesac)		1,072			6	\$274,380.00
	Summercrest Ln (west side)	Buena Vista Ave to Summertree Ln		220				\$35,700.00
29	Mesa Rd (west side)	Prospect Ave to Ramhaven Ln	1,369				5	\$314,185.50
	Mesa Rd (east side)	Mesa Heights Rd to Ramhaven Ln	256		1			\$83,402.00
	Mesa Rd (both sides)	Ramhaven Ln to South end (trail head)	2,111		1			\$532,074.50

Notes: LF = Linear Feet C & G = Curb and Gutter

Rank	Segment	Extent	LF + C & G	LF no C & G	New Ramp	Ramp Retrofit	Score	Cost Estimate
30	Placid View Dr (both sides)	Prospect Ave to Carmir Dr		2,407	2		5	\$478,592.50
	Bandon Way (both sides)	Place View Dr to Dobyns Dr		449				\$87,847.50
	Carmir Dr (both sides)	Place View Dr to Dobyns Dr		502				\$109,905.00
	Dobyns Dr (both sides)	Carmir Dr to North end (culdesac)		1,884	2			\$465,460.00
31	Hartley Rd (NE side)	Stevens Rd to Isaac St		469	1		4	\$99,747.50
32	Wahl St (both sides)	Simeon Dr to South end (culdesac)		1,262			1	\$222,105.00
	Simeon Dr (south side)	Bushy Hill Dr to East end		100	1			\$22,100.00
	Bushy Hill Dr (south side)	Mission San Carlos Dr to Old Mission Ct		998				\$127,245.00
Total			54,199	70,996	124	31	N/A	\$32,940,663.64

Notes: LF = Linear Feet C & G = Curb and Gutter

Figure 5.2 displays the prioritization results for the planned bicycle facilities, including the three hybrid beacons. The complete list of bicycle project prioritization results and the respective scoring inputs are included in **Table 5.2**. In some instances, projects were awarded the same score as one another, resulting in multiple projects with the same rank – including three projects ranked as number 9. The table also includes planning level cost estimates for each bicycle facility and hybrid beacon. The cost estimates were developed by applying unit cost assumptions for each facility type (Class I path, Class II bike lane and buffered bike lane, Class III bike route, and hybrid beacon) and multiplying by the respective quantity.

Some planned bicycle facilities were excluded from the prioritization process, considering these projects are along future roadways yet to be built or will be constructed by property owners as the adjacent properties are developed. While excluded from the prioritization, these links are important nonetheless. **Table 5.3** identifies these facilities and the rationale for excluding from the prioritization process.

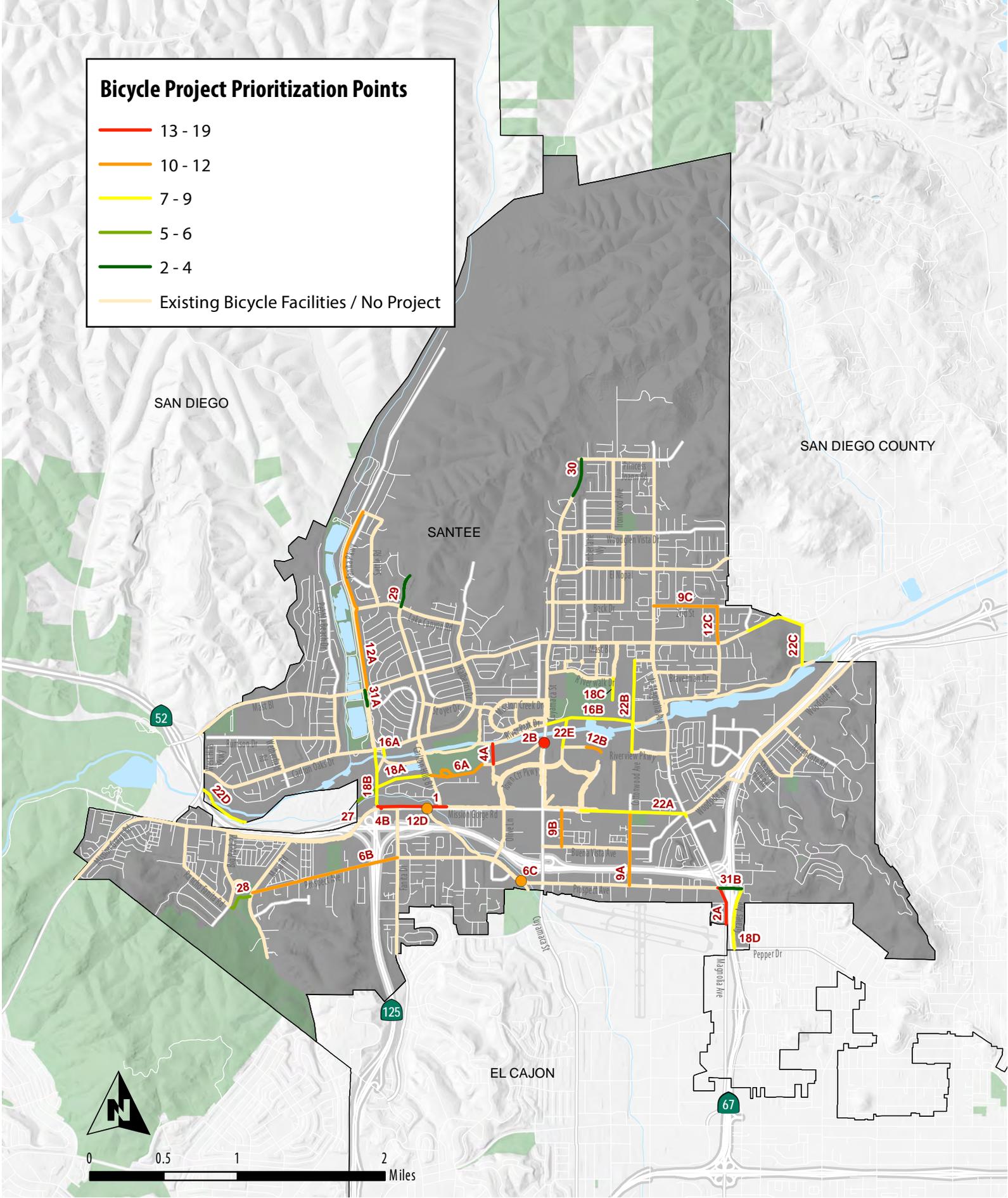


Figure 5.2 Bicycle Project Prioritization Results

Table 5.2 Bicycle Project Prioritization Results

Rank	Segment	Extent	Facility	Miles	Score	Cost Estimate
1	Mission Gorge Rd (north side)	SR-125 / Existing Multi-Use Path to Carlton Hills Blvd	Class I Path	0.5	19	\$2,687,500
2A	Magnolia Ave	Prospect Ave to S City Boundary	Class II Bike Lane	0.3	16	\$95,762
2B	San Diego River Trail (south of river) at Cuyamaca Street	N/A	Hybrid Beacon	N/A	16	\$292,500
4A	River Trail Crossing	North side of Walmart to River Rock Ct	Class I Path	0.1	13	\$806,250
4B	Mission Gorge Rd	SR-52 to SR-125	Green Conflict Paint & Class II Bike Lane (WB Only)	0.3	13	\$44,647
6A	River Trail (south) Segment 8	Carlton Hills Blvd to Willowgrove Pl	Class I Path	0.5	12	\$2,687,500
6B	Prospect Ave	Mesa Rd to Fanita Dr	Class II Bike Lane	1.0	12	\$63,640
6C	Forrester Creek Trail at Prospect Avenue	N/A	Hybrid Beacon	N/A	12	\$585,000
9A	Cottonwood Ave	Mission Gorge Rd to Prospect Ave	Class II Bike Lane	0.5	11	\$31,820
9B	Mission Greens Rd	Mission Gorge Rd to Buena Vista Ave	Class III Bike Route	0.2	11	\$3,822
9C	2 nd St	Magnolia Ave to Jeremy St	Class III Bike Route	0.4	11	\$5,382
12A	Fanita Pkwy / Sycamore Canyon Rd	Mast Blvd to Ganley Rd	Class I Path	1.9	10	\$10,212,500
12B	River Trail (south) Segment 10	Existing Class I north of Town Center Roundabout to Planned Town Center Pkwy Class I	Class I Path	0.1	10	\$537,500
12C	Jeremy St	Mast Blvd to 2 nd St	Class III Bike Route	0.3	10	\$9,984
12D	Forrester Creek Trail at Mission Gorge Road	N/A	Hybrid Beacon	N/A	10	\$585,000

Rank	Segment	Extent	Facility	Miles	Score	Cost Estimate
16A	River Trail (north) Segment 2 - connection	Carlton Oaks Dr / Camino Del Verde to River Trail	Class I Path	0.1	9	\$537,500
16B	River Trail (north) Segment 3	Cuyamaca St to Cottonwood Ave	Class I Path	0.6	9	\$3,225,000
18A	River Trail (south) Segment 7	Fanita Pkwy to Carlton Hills Blvd	Class I Path	0.4	8	\$2,725,000
18B	River Trail / Fanita Pkwy	Carlton Oaks Dr / Camino Del Verde to Mission Gorge Rd	Class I Path	0.5	8	\$2,687,500
18C	Park Center Dr	Riverwalk Dr to Park Center Dr	Class III Bike Route	0.1	8	\$3,198
18D	Graves Ave	Prospect Ave to Pepper Dr	Class II Bike Lane	0.4	8	\$25,456
22A	Mission Gorge Rd	Riverview Pkwy to Magnolia Ave	Class II Buffered Bike Lane	0.7	7	\$402,327
22B	Cottonwood Ave	Palm Glen Dr to Claudia Ave / Park Center Dr extension	Class III Bike Route	0.3	7	\$8,346
22C	Mast Blvd	Los Ranchitos Rd to River Trail	Class I Path	0.7	7	\$3,762,500
22D	River Trail (south) Segment 5	West Hills Pkwy to 0.4 Miles east of West Hills Pkwy	Class I Path	0.4	7	\$2,610,000
22E	Bike/ped bridge crossing San Diego River	Town Center to Town Center Park	Class I Path	0.2	7	\$3,010,000
27	River Trail (south) Segment 6	W City Boundary to Fanita Pkwy	Class I Path	0.2	6	\$1,075,000
28	Mesa Rd / Rancho Fanita Dr Connector	Rancho Fanita Dr to Mesa Rd	Class I Path	0.2	5	\$1,075,000
29	Carlton Hills Blvd	Lake Canyon Rd to Swanton Dr	Class II Bike Lane	0.2	4	\$12,728

Rank	Segment	Extent	Facility	Miles	Score	Cost Estimate
30	Cuyamaca St	Princess Joann Rd to Chaparral Dr	Class II Bike Lane	0.3	3	\$19,092
31A	Fanita Pkwy (west side)	Mast Blvd to Existing Class I (500' to the South)	Class I Path	0.1	2	\$537,500
31B	Prospect Ave	Magnolia Ave to Graves Ave	Class II Bike Lane	0.1	2	\$6,364
Total				10.7	N/A	\$40,371,318



Bicycle "Sharrows"

Table 5.3 Bicycle Projects Excluded from Prioritization

Segment	Extent	Facility	Miles
To be Constructed as part of Future Road			
Riverview Pkwy (SE side)	Town Center Pkwy to Cottonwood Ave	Multi-Use Path	0.4
Riverview Pkwy	Town Center Pkwy to Magnolia Ave	Class II Bike Lane	0.4
Park Center Dr	Park Center Dr to Magnolia Ave	Class II Bike Lane	0.3
Cottonwood Ave	Palm Glen Dr to Claudia Ave / Park Center Dr extension	Class III Bike Route	0.4
To be Constructed with Adjacent Property Development			
Cuyamaca St	River Park Dr to Town Center Pkwy	Multi-Use Path	0.3
Cuyamaca St	River Park Dr to Town Center Pkwy	Class II Bike Lane	0.3
Magnolia Ave	Riverview Pkwy to Mission Gorge Rd	Class II Bike Lane	0.4
Magnolia Ave (west side)	Riverview Pkwy to Mission Gorge Rd	Multi-Use Path	0.4
Mission Gorge Rd (north side)	Olive Ln to Cuyamaca St	Multi-Use Path	0.2
Mission Gorge Rd (south side)	Olive Ln to Cuyamaca St	Multi-Use Path	0.3
Cuyamaca St (west side)	Town Center Pkwy to Mission Gorge Rd	Multi-Use Path	0.1
Mission Gorge Rd (north side)	Riverview Pkwy to Cottonwood Ave	Multi-Use Path	0.2
Mission Gorge Rd (south side)	Cuyamaca St to Riverview Pkwy	Multi-Use Path	0.2
Mission Gorge Rd (south side)	Carlton Hills Blvd to Olive Ln	Multi-Use Path	0.4
River Trail (south)	Cuyamaca St to Town Center Pkwy	Multi-Use Path	0.1
Riverview Pkwy (NW side)	Town Center Pkwy to Magnolia Ave	Class I Bike Path	0.5
Las Calinas Channel	Riverview Pkwy to Existing M-U Trail	Multi-Use Path	0.05
Las Calinas Channel	Existing M-U Trail to Mission Gorge Rd	Multi-Use Path	0.1
Total			5.1

5.3 Priority Project Sheets

Project sheets were developed for the top-ranking sidewalk infill and bicycle projects. Sidewalk infill sheets consist of a map of the area depicting the project extent, recommended features and cost estimates. Bicycle project sheets display the project extent, a conceptual graphic, and narrative describing the project area and implementation considerations, and cost estimates. Within the bicycle project sheets, two hybrid beacon project sheets were developed as they ranked amongst the top 10 projects. The cost estimate assumptions for each priority project are further detailed in **Appendix F**.



An aerial photograph of a city street intersection, rendered in a monochromatic green color. The scene shows a multi-lane road with a landscaped median strip featuring trees and shrubs. On the left side of the road, there is a gas station with several pumps and a small building. Further back, there are various commercial buildings, including one with a sign that appears to say 'McDonald's'. A person is visible walking on a sidewalk near a sign. In the foreground, a white van with 'STAND' written on its side is parked. The overall image has a high-angle perspective and is used as a background for a title.

Top Ranked Sidewalk Infill Sheets

INFILL SIDEWALK NO.1 CUYAMACA STREET

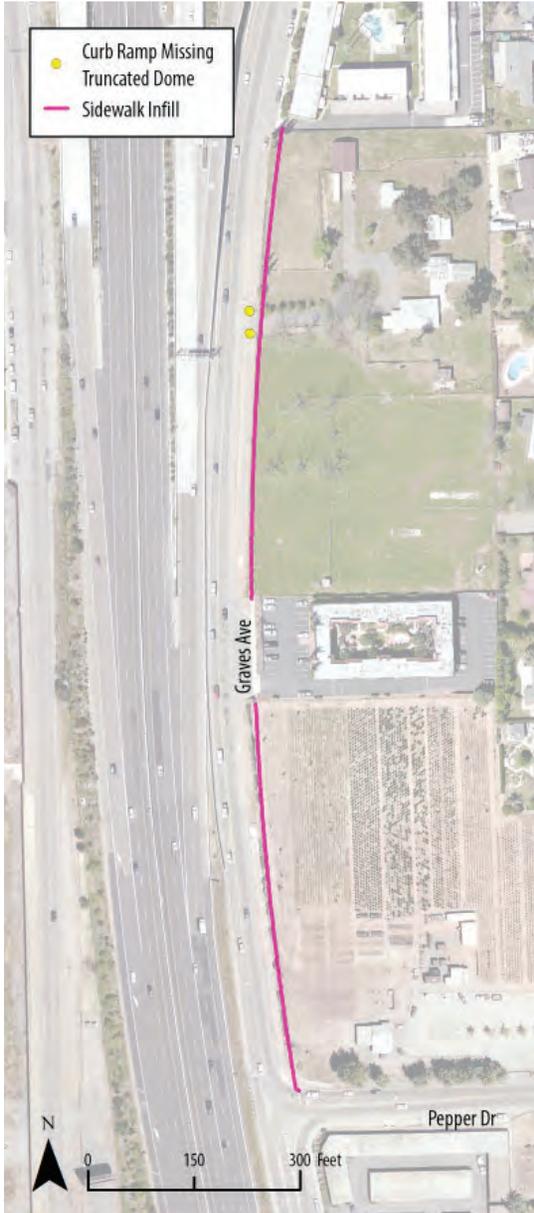


A multi-use path is planned along this segment and may be implemented in place or in addition to the sidewalk.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Cuyamaca Street (east side)	847	-	-	-	-
Cost Estimate Total					\$862,240

INFILL SIDEWALK NO.2 GRAVES AVENUE



Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Graves Avenue (east side)	1,373	-	-	-	2
Cost Estimate Total					\$316,974

INFILL SIDEWALK NO.3 RIVERVIEW PARKWAY

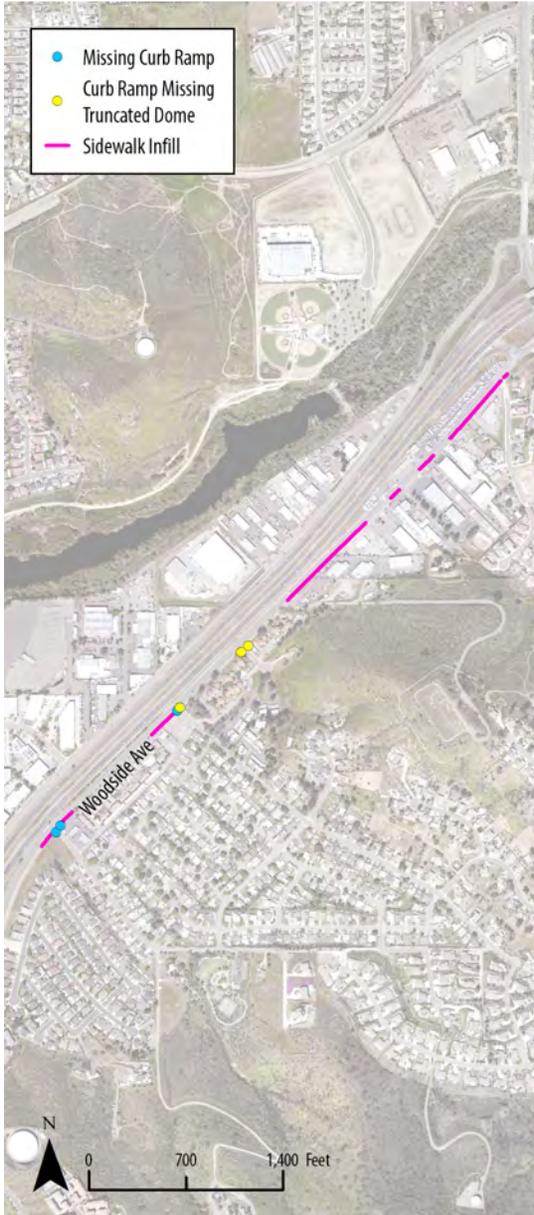


A multi-use path is planned along this segment and may be implemented in place or in addition to the sidewalk. Note, the following table and graphics summarize the missing sidewalk locations within the respective grouping. Actual project extents will be dependent on available financial resources.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Riverview Pkwy (east side) north of Town Center Pkwy	572	-	-	-	-
Riverview Pkwy (SE side) south of Town Center Pkwy	-	388	-	-	-
Cost Estimate Total					\$977,273

INFILL SIDEWALK NO.4 WOODSIDE AVENUE



Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Woodside Avenue (east side) north of Northcote Rd	559	-	3	-	3
Woodside Avenue (east side) south of Northcote Rd	2,178	-	8	3	-
Cost Estimate Total				\$743,147	

INFILL SIDEWALK NO.5 MAGNOLIA AVENUE & RIVERVIEW PARKWAY

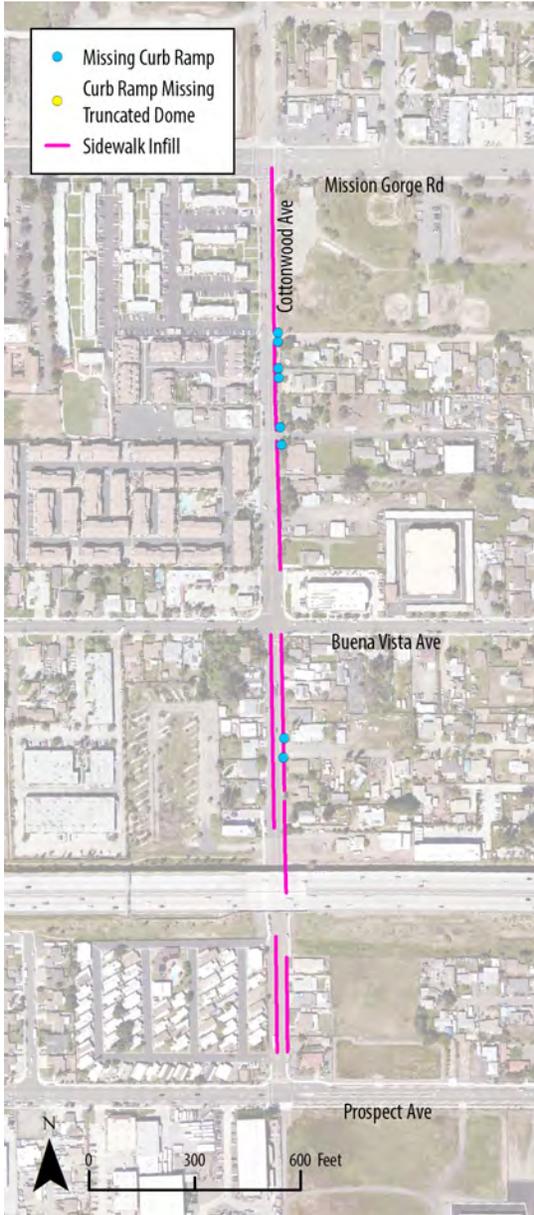


Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.

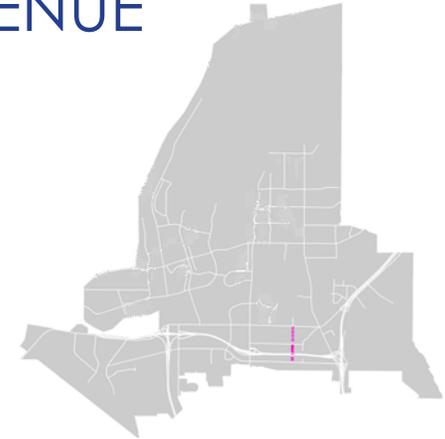


Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Magnolia Avenue (west side)	2,032	-	1	-	-
Riverview Pkwy (north side)	-	987	-	-	-
Cost Estimate Total					\$599,837

INFILL SIDEWALK NO.6 COTTONWOOD AVENUE



Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.

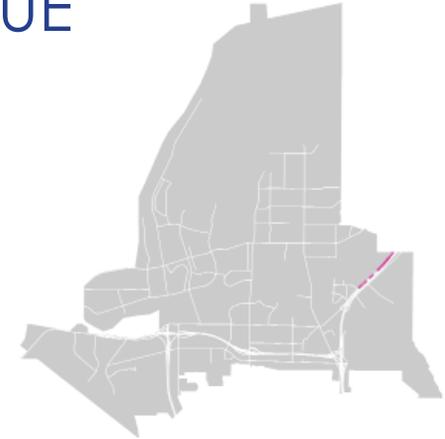


Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Cottonwood Avenue (both sides) south of Fwy-52	597	-	4	-	-
Cottonwood Avenue (both sides) north of Fwy-52	2,328	-	20	8	-
Cost Estimate Total					\$929,688

INFILL SIDEWALK NO.7 N WOODSIDE AVENUE



Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.

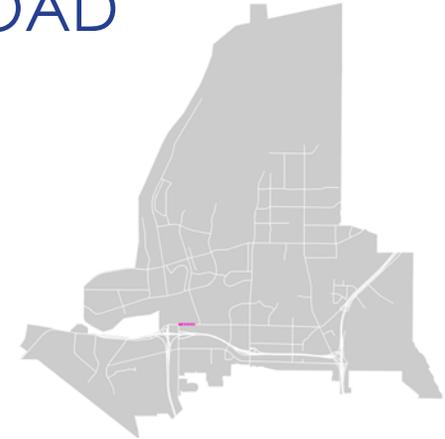


Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
N Woodside Avenue (north side)	3,230	-	13	-	-
Cost Estimate Total					\$840,735

INFILL SIDEWALK NO.8 MISSION GORGE ROAD



A Class I path is planned along this segment and may be implemented in place or in addition to the sidewalk.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Mission Gorge Road (north side)	-	1,211	-	-	-
Cost Estimate Total					\$1,232,789

INFILL SIDEWALK NO.9 PARK CENTER DRIVE & COTTONWOOD AVENUE



Note, the following table and graphics summarize the missing sidewalk locations within the respective grouping. Actual project extents will be dependent on available financial resources.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Park Center Drive (east side)	804	-	-	-	-
Cottonwood Avenue (west side)	870	-	-	-	-
Cost Estimate Total					\$384,183

INFILL SIDEWALK NO.10 FANITA DRIVE



Note, the following table and graphics summarize the missing sidewalk and curb ramp locations within the respective grouping. Actual project extents will be dependent on available financial resources.



Segment	Linear Feet Sidewalk + Curb & Gutter	Linear Feet Sidewalk (No Curb & Gutter)	Driveway Quantity	New Curb Ramp Quantity	Curb ramp Retrofit Quantity
Fanita Drive (east side)	2,276	-	11	3	3
Fanita Drive (west side)	953	-	27	3	8
Cost Estimate Total				\$1,098,141	



Top Ranked Bicycle Project Sheets

MISSION GORGE ROAD CLASS I BIKE PATH



A Class I path allowing for pedestrian and bicycle travel is planned along the north side of Mission Gorge Road, connecting to a future San Diego River Trail segment on the west end, and an existing path and bike lanes to the east at Carlton Hills Boulevard. Where feasible, the path should be 10' in width with an additional 2' clear buffer on either side. The path can generally be implemented within the existing cleared land just north of Mission Gorge Road. The narrow bridge crossing of Forrester Creek poses a constraint. An interim improvement may be necessary, such as permitting bicyclists to ride along the north side of the bridge sidewalk, or posting signage instructing bicyclists to dismount along the bridge portion. Final design should facilitate seamless access to and from the westbound Mission Gorge Road bus stops, while ensuring the pathway and users do not interfere with bus boarding and alighting operations.

PROPOSED PROJECT



Extents	North of Mission Gorge Road, between SR-125 and Carlton Hills Boulevard
Mileage	0.5
Features	Class I Bike Path
Rank / Score	#1 / 19 points
Cost Estimate	\$2,687,500

MAGNOLIA AVENUE CLASS II BIKE LANES

Class II bike lanes are planned along Magnolia Avenue from Prospect Avenue to the City's southern boundary. The bike lanes will connect to existing bike lanes on Prospect Avenue and facilitate travel between the City of Santee, County of San Diego and City of El Cajon further to the south. Bike lanes are planned along Magnolia Avenue south of the Santee boundary as part of the County of San Diego's currently adopted Bicycle Transportation Plan. Within Santee, implementation can occur through roadway restriping, taking advantage of the existing wide shoulder along the west side of the roadway.



PROPOSED PROJECT



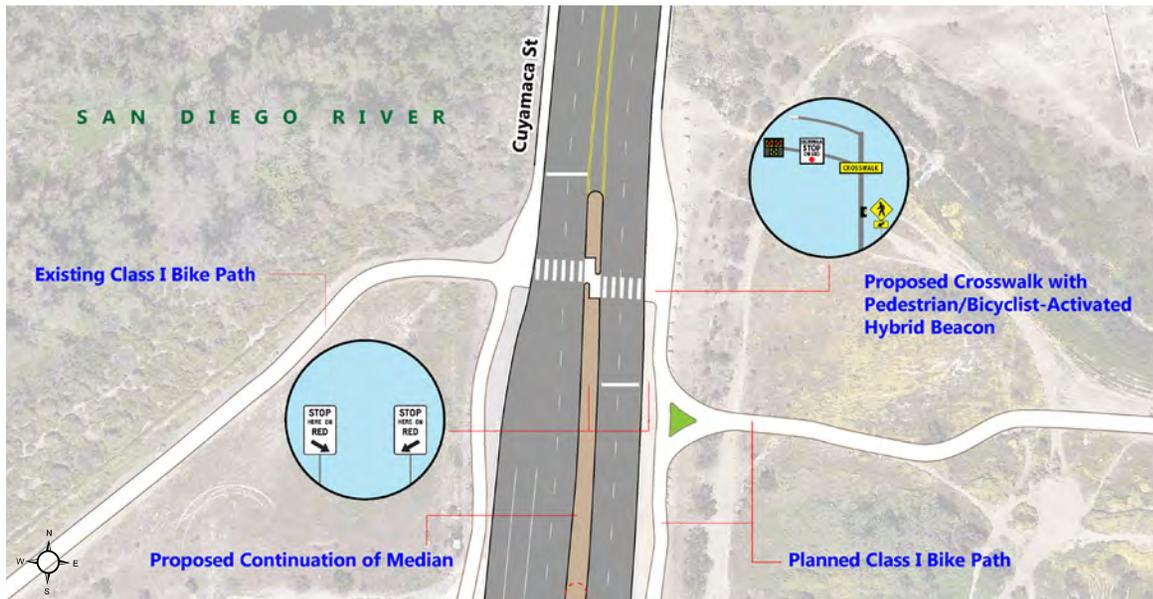
Extents	Prospect Avenue to South City Boundary
Mileage	0.3
Features	Class II Bike Lanes
Rank / Score	#2 / 16 points
Cost Estimate	\$95,762

SAN DIEGO RIVER TRAIL AT CUYAMACA STREET

A Pedestrian Hybrid Beacon – also known as a HAWK – is recommended at the southern San Diego River Trail across Cuyamaca Street. An existing trail segment is located to the west of Cuyamaca Street, while additional segments are planned to the east and to the south parallel to Cuyamaca Street. The Pedestrian Hybrid Beacon will facilitate safe pedestrian and bicycle crossings at this mid-block location and should be implemented in conjunction with the future trail segments. The recommendation includes a marked crosswalk, curb ramps, and advance stop bars across Cuyamaca Street. Additional signage directing where drivers are to stop and pedestrian warning signage should accompany the new traffic control. The existing median south of the crossing is proposed to be extended northwards to create a pedestrian refuge to further improve pedestrian safety and serve as a traffic calming measure. Note, pending potential development of the parcel to the southeast, the crossing may be implemented as a fully signalized intersection with pedestrian signal heads and marked crosswalks.



PROPOSED PROJECT



Location	San Diego River Trailhead (south) at Cuyamaca Street
Features	<ul style="list-style-type: none"> Pedestrian Hybrid Beacon Marked Crosswalk Advanced Stop Bars Accessible Curb Ramps Signage Extended Median/ Pedestrian Refuge
Rank / Score	#2 / 16 points
Cost Estimate	\$486,347

CLASS I SAN DIEGO RIVER CROSSING

An existing unpaved pathway currently extends across the San Diego River, just behind the Walmart shopping center. This recommendation intends to utilize the existing pathway and bridge spanning the San Diego River to construct a more permanent surface multi-use path. The path will connect to existing paved pathways running along the north and south sides of the river. In addition to new recreational opportunities, the path will also connect the residential neighborhood north of the river to the Town Center shopping areas to the south. Path materials should be consistent with those running along the river and present throughout the Town Center. The sensitive habitats present in this area will require further consideration at the project design and construction phases.



PROPOSED PROJECT



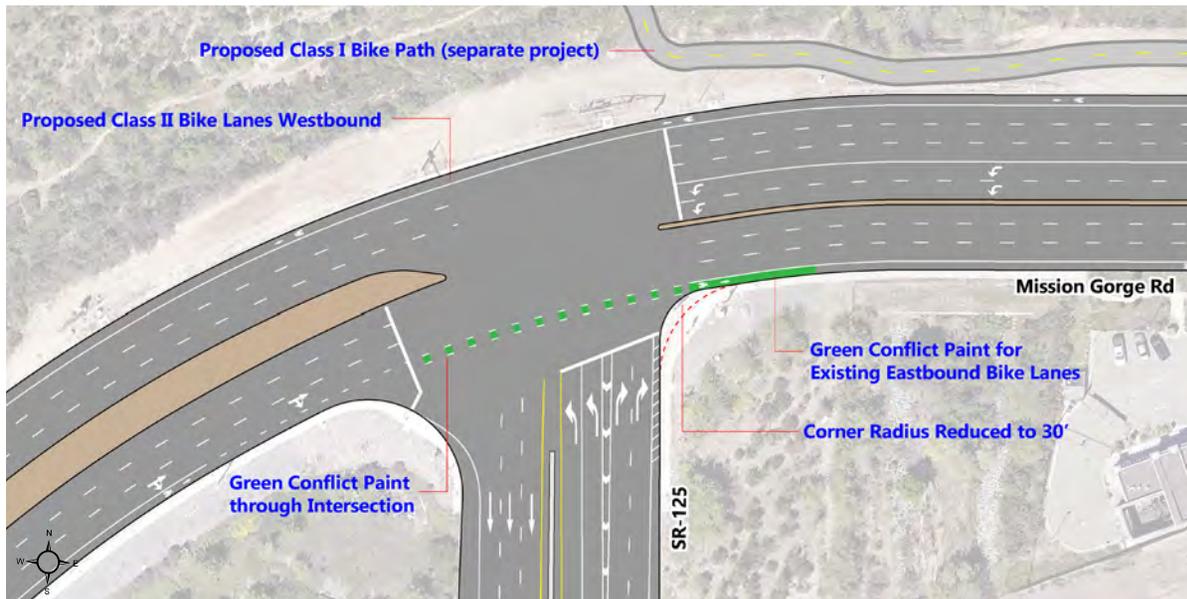
Extents	North side of Walmart to River Rock Court
Mileage	0.1
Features	Class I Bike Path
Rank / Score	#4 / 13 points
Cost Estimate	\$806,250

MISSION GORGE RD & SR-125 CONFLICT PAINT

Green conflict paint is proposed on eastbound Mission Gorge Road through the intersection and within the intersection departure leg. The paint will serve to remind drivers to anticipate people on bikes while turning right from SR-125 onto eastbound Mission Gorge Road and help guide bicyclists through the approximately 160' wide intersection. The traditional Bicycle Lane symbol and directional arrow are recommended to also be placed within the departure leg green paint to further raise awareness of cyclist and reinforce the intended direction of the facility. Additional consideration should be made to reduce the southeast intersection corner radius – either through paint or physical modifications – to encourage slower vehicle speeds while turning. If feasible, the green conflict paint should be implemented concurrently with the westbound bicycle lane on Mission Gorge Road, between the Fanita Drive and the westbound SR-52 on-ramp. Implementation will require coordination and approval from Caltrans.



PROPOSED PROJECT



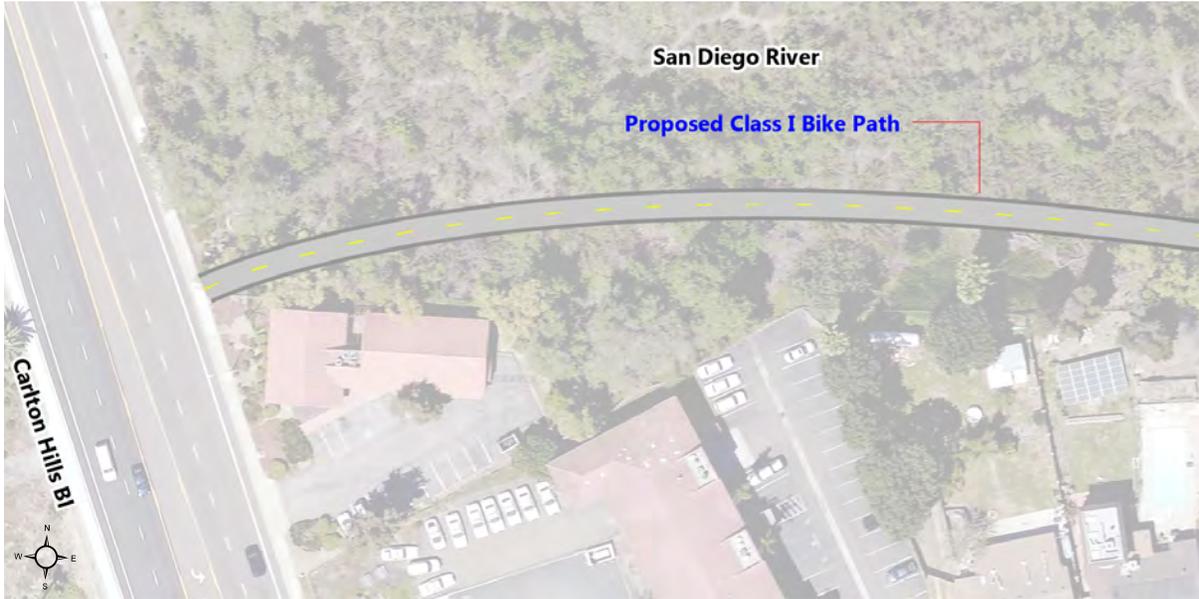
Location	Mission Gorge Road & SR-125 Intersection
Features	Green Conflict Paint
Rank	#4 / 13 points
Cost Estimate	\$44,647

SAN DIEGO RIVER TRAIL (SOUTH) CLASS I

This project consists of completing the San Diego River Trail segment along the south side of the river, spanning from Carlton Hills Boulevard eastwards to the existing paved pathway just northeast of Willowgrove Place, near the Walmart. The exact alignment will require further study to avoid sensitive habitats, however, the trailhead at Carlton Hills Boulevard should be located as far south as possible and continue eastwards, likely following the existing unpaved path that begins approximately north of Willowgrove Court and then terminating at the existing paved pathway just north of the Walmart shopping center. Path materials should be consistent with those of the existing paved pathway. Trailhead signage should also be installed along Carlton Hills Boulevard to make community members aware of the facility.



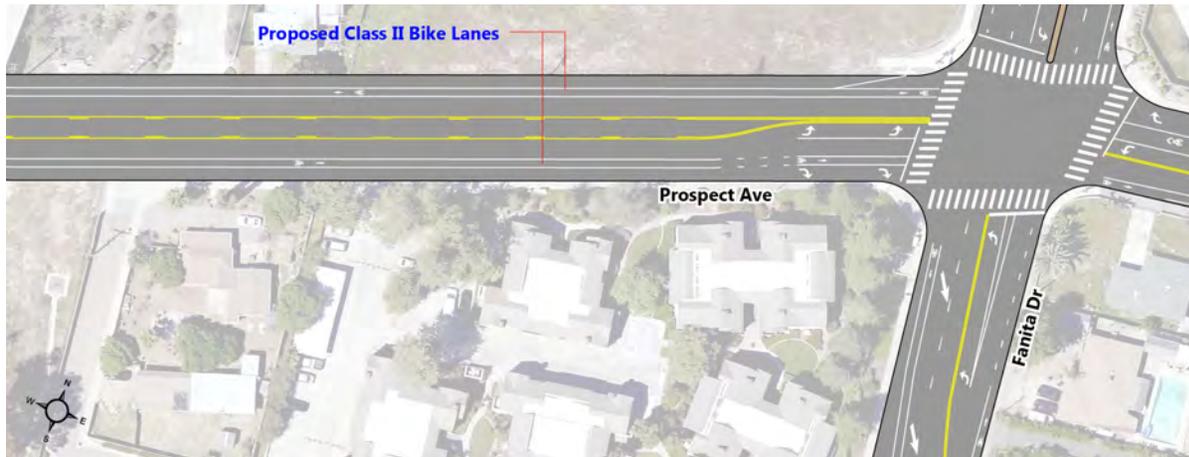
PROPOSED PROJECT



Extents	Carlton Hills Boulevard to Willowgrove Place
Mileage	0.5
Features	Class I Bike Path
Rank / Score	#6 / 12 points
Cost Estimate	\$2,687,500

PROSPECT AVENUE CLASS II BIKE LANES

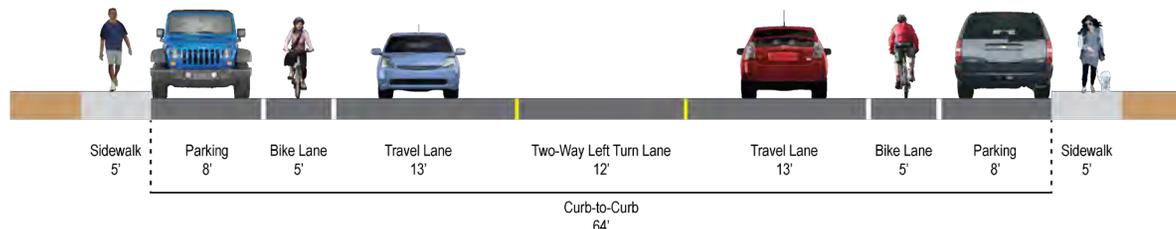
PROPOSED PROJECT



Class II bike lanes are planned along Prospect Avenue between Mesa road and Fanita Drive. At the west end of this segment, the bike lanes will connect to existing bike lanes along Mesa Road that extend north of Prospect Avenue. The facility will also provide connections to Chet F Harritt Elementary School and Big Rock Park at the western terminus. This planned project extents end at the intersection with Fanita Drive, where existing bike lanes continue to the east along Prospect Avenue as well as to the north and south along Fanita Drive. Full implementation of this facility will require property redevelopment so the road can be built to a 64' curb-to-curb width, consistent with the standard two-lane Collector with Two-Way Left Turn Lane classification as specified in the adopted Santee Mobility Element.

Extents	Mesa Road to Fanita Drive
Mileage	1.0
Features	Class II Bike Lanes
Rank / Score	#6 / 12 points
Cost Estimate	\$63,640

PROPOSED CROSS-SECTION

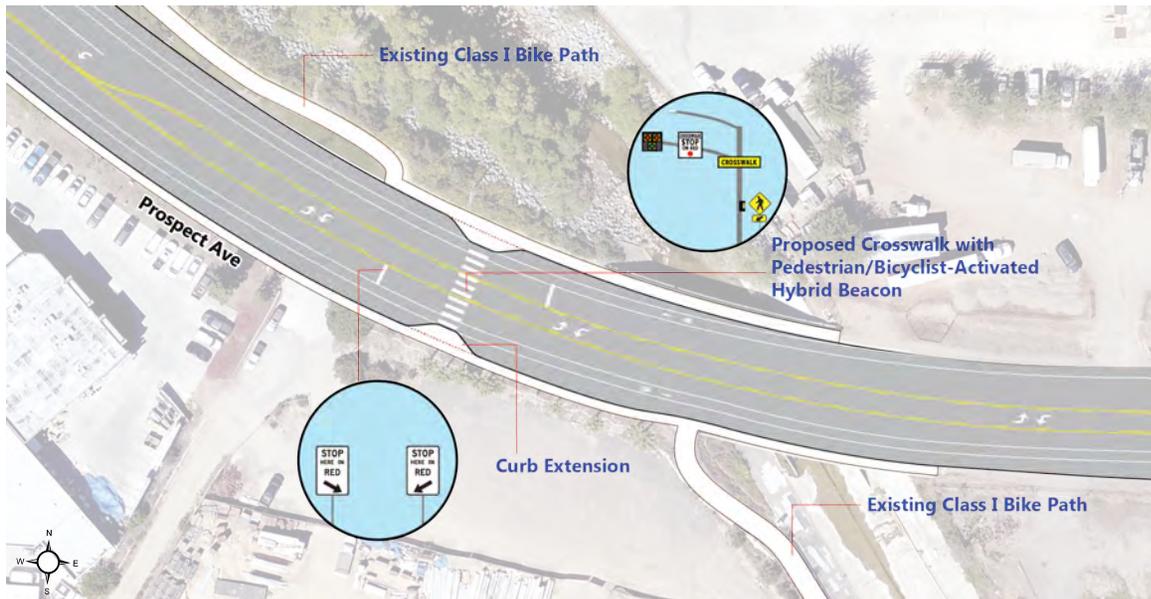


FORRESTER CREEK TRAIL AT PROSPECT AVENUE

A Pedestrian Hybrid Beacon - also known as a HAWK - is recommended across Prospect Avenue at the Forrester Creek Trail. Existing trail segments are located to the north and south of the proposed crossing location. The Hybrid Beacon will facilitate safe pedestrian and bicycle crossings at this mid-block location, better connecting the two trail segments. The recommendation includes a hybrid beacon, high visibility crosswalk, advanced stop bars, curb ramps and curb extensions. Additional signage directing where drivers are to stop and pedestrian warning signage should accompany the newly marked crossing. Further design may adjust the project location to ensure adequate site distance is provided for approaching vehicles.



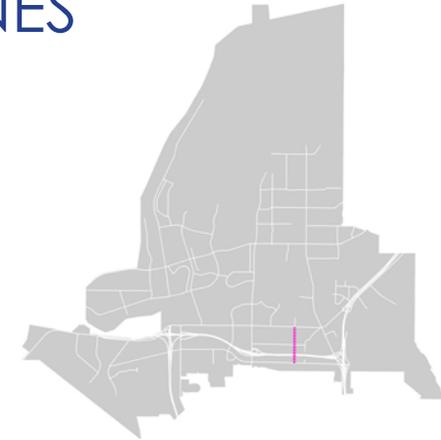
PROPOSED PROJECT



Location	Forrester Creek Trail at Prospect Avenue
Features	<ul style="list-style-type: none"> Pedestrian Hybrid Beacon Marked Crosswalk Advanced Stop Bars Accessible Curb Ramps Signage Curb Extensions
Rank / Score	#6 / 12 points
Cost Estimate	\$585,000

COTTONWOOD AVENUE CLASS II BIKE LANES

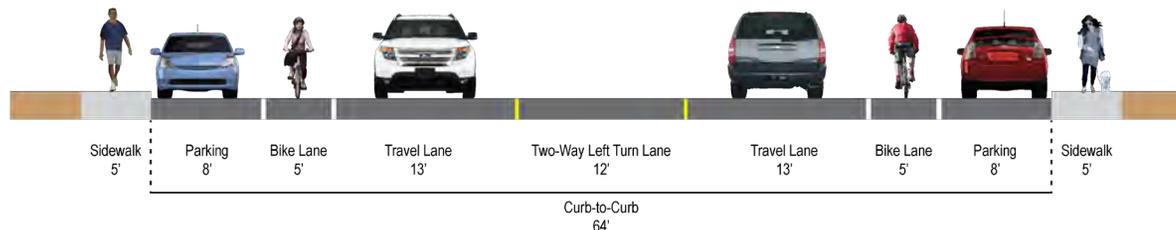
PROPOSED PROJECT



Class II bike lanes are planned along Cottonwood Avenue between Mission Gorge Road and Prospect Avenue. This facility will connect to the planned multi-use path and buffered bike lanes along Mission Gorge Road to the north and the existing bike lanes along Prospect Avenue to the south. Implementation of the bike lanes will require property redevelopment so the road can be built to a 64' curb-to-curb width, consistent with the standard two-lane Collector with Two-Way Left Turn Lane classification as specified in the adopted Santee Mobility Element. The Mobility Element also designates the project extents as a Multi-Modal Corridor, further emphasizing the importance of this planned bicycle connection.

Extents	Mission Gorge Road to Prospect Avenue
Mileage	0.5
Features	Class II Bike Lanes
Rank / Score	#9 / 11 points
Cost Estimate	\$31,820

PROPOSED CROSS-SECTION

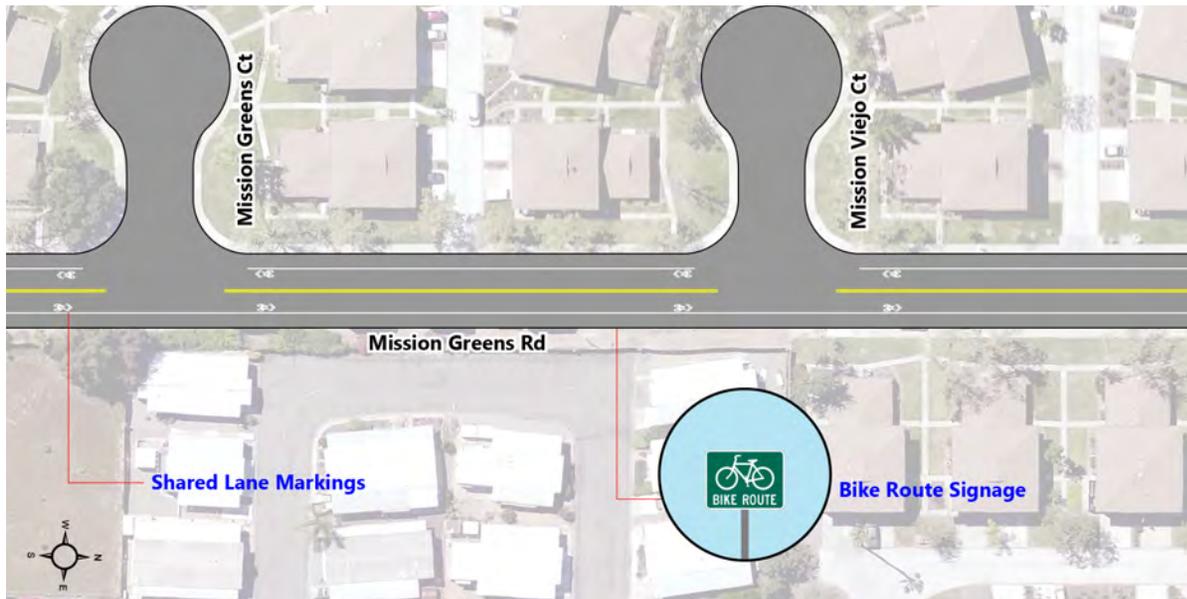


MISSION GREENS ROAD CLASS III BIKE ROUTE

Mission Greens Road is planned to be designated as a Class III bike route between Mission Gorge Road and Buena Vista Avenue. The 25 MPH posted speed limit, low vehicular volumes, and surrounding residential land uses make the bike route designation appropriate for the corridor, which will emphasize Mission Greens Road as a brief parallel alternative to Cuyamaca Street. At the northern terminus with Mission Gorge Road, the roadway connects to the Santee Town Center and Green Line Trolley via a signalized intersection. In addition to the designation of bike route, the placement of in-road shared lane markings (sharrow) and vertical signage should be implemented to remind drivers to anticipate cyclists and encourage use of the corridor.



PROPOSED PROJECT



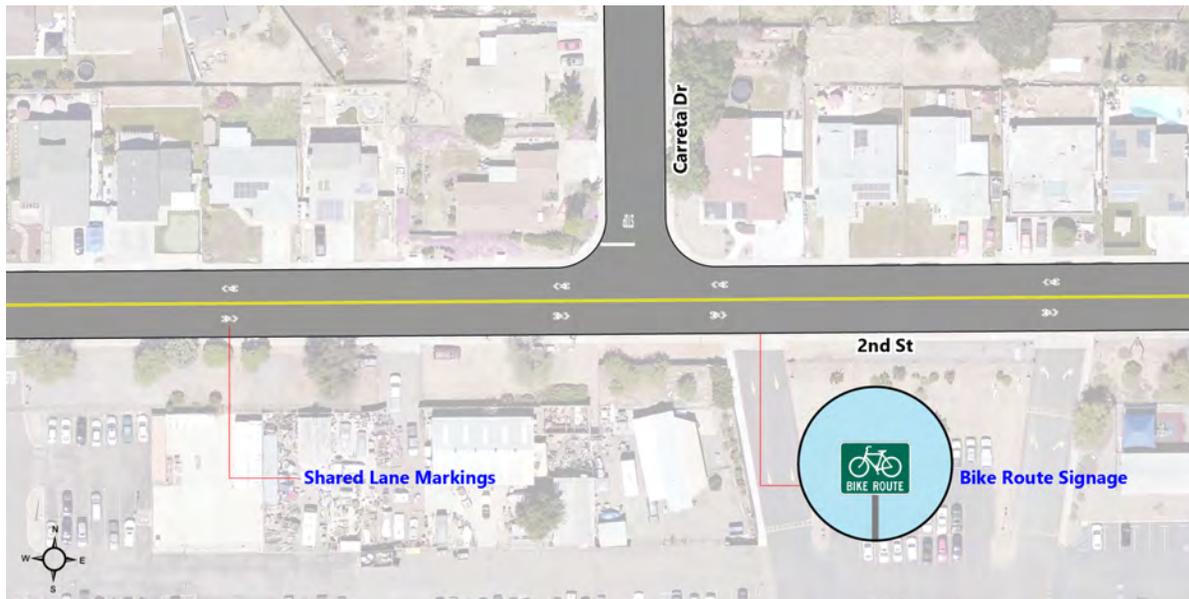
Extents	Mission Gorge Road to Buena Vista Avenue
Mileage	0.2
Features	Class II Bike Lanes
Rank / Score	#9 / 11 points
Cost Estimate	\$3,822

2ND STREET CLASS III BIKE ROUTE

2nd Street is planned to be designated as a Class III bike route between Magnolia Avenue and Jeremy Street. 2nd Street is a school route due to the presence of Santa High School at the western terminus. In addition to the designation of bike route, the placement of in-road shared lane markings (sharrow) and vertical signage should be implemented to remind drivers to anticipate cyclists. The sharrows are also intended to inform bicyclists where to position themselves within the roadway, to help avoid conflicts with opening doors from parked cars.



PROPOSED PROJECT



Extents	Magnolia Avenue to Jeremy Street
Mileage	0.4
Features	Class II Bike Lanes
Rank / Score	#9 / 11 points
Cost Estimate	\$5,382

5.4 Facility Maintenance

Maintaining transportation facilities is important for all modes, and especially for active transportation users. Potholes, debris, and overgrown landscaping have a greater influence on people walking and riding bikes than they do on drivers. Well-maintained facilities increase safety, preserve the longevity of facilities, and help to encourage use.

The City of Santee Public Services Division of the Community Services Department is responsible for maintaining the City's streets, curbs and gutters, and sidewalks. In-road bicycle facilities are maintained through regular street sweeping, the filling of potholes as they are reported, and scheduled roadway resurfacing and restriping. Bike paths and multi-use paths are swept and cleared of landscaping

on regular schedules and as issues are reported. Sidewalks are cleared of debris and maintained similarly, with additional maintenance occurring as issues such as sidewalk raising or cracks are reported.

Maintenance issues can be reported via the Community Services Department hotline at 619-258-4100 ext. 304, or via the free "mySantee" mobile app.

5.5 Active Transportation Performance Monitoring

The active transportation monitoring program is intended to fortify City staff and community member understanding of active travel patterns and related responses to investments in cycling and walking infrastructure. Performance monitoring serves to supplement the programs described in Chapter 4 and help track some of the performance indicators identified under the project goals and policies. Over the past decades, the transportation planning field has suffered from a lack of data and analysis methods related to walking and cycling, and is currently experiencing a renaissance in investment through the complete street movement and concerns about over-reliance on automobile travel.

Implementing and maintaining an active transportation monitoring program will provide the City of Santee with the on-going data needed to measure and track trends and changes in active travel. The data can also be utilized to pursue grant funding sources by giving City staff the necessary information to estimate potential impacts of implementing future active transportation related projects. In addition to identifying performance measures and data types to collect over time, this monitoring program also provides a sample of potential data applications.



Table 5.4 Data Types and Collection Methods

Performance Measure	Data Type	Source
Bicycle and Pedestrian Volumes	AM/PM Peak Period Counts	City of Santee
Bicycle and Pedestrian Collisions	Total collisions by mode and collisions by location	State of CA SWITRS
Bicycle and Pedestrian Infrastructure Improvements	Track miles of bicycle facilities, linear feet of sidewalk infill, and number of crosswalks and curb ramps implemented	City of Santee
Enforcement Citations	Number of pedestrian and bicycle citations	Sheriff's Department
Bicycle Racks Inventory	Track the number and location of new bicycle racks and supporting features installed	City of Santee
Safe Routes to School Infrastructure Projects Inventory	Track the location and type of Safe Routes to School improvements implemented	City of Santee

Performance Measures

Several performance measures are proposed to be tracked over time in the City of Santee, either yearly or every other year. These measures are intended to support the plan’s goal and policy performance indicators and help track progress towards achieving Climate Action Plan goals. The performance measures are focused on documenting overall levels of activity associated with walking and cycling, as well as safety, network improvements, and potential air quality and health benefits.

Table 5.4 identifies recommended performance measures and data variables to track over time, as funding and resources permit.

Data Collection

Each of the performance measures and data types to track over time are further described within this section.

Pedestrian and Bicycle Counts

Data collection was part of the development of this Active Santee Plan to evaluate existing levels of activity. Thirty locations within the City of Santee were identified as pedestrian and bicycle count locations. Data was collected during the AM and PM peak commute periods.

For continued monitoring of active transportation levels in Santee, counts are recommended to be conducted on a regular basis, depending on funding. Data should be collected at the same locations as the original bicycle and pedestrian count locations to observe changes over time. Additional locations may be included or substituted as deemed necessary.

Counts are recommended to be conducted on Tuesdays, Wednesdays, or Thursdays during the morning and evening peak period (7:00AM to 9:00AM and 4:00PM to 6:00PM). Counts should be conducted during the school calendar year to capture the student commutes.

Counts may also be performed during the weekend peak period, Saturday mornings from 10:00AM – 12:00PM, to capture recreational pedestrian and cycling activity within Santee. Weekend counts are recommended for locations more likely to draw recreational activity.

Bicycle and Pedestrian Collisions

For continued monitoring of safety trends over time, it is recommended to review the locations at which bicycle and pedestrian collisions have occurred, on a bi-annual basis. Ideally, the City would establish a database to track changes over time and create a GIS layer displaying collision locations and types. This review may identify potential problematic locations or behaviors that can be addressed through infrastructure improvements or educational campaigns.

Bicycle and Pedestrian Infrastructure Improvements

It is recommended that the City review completed bicycle and pedestrian improvement projects on an annual basis. Ideally, the City would establish a database to track improvements over time, as well as, maintain a GIS database.

Additionally, the Climate Action Plan (CAP) contains a Measure to “Implement [the] Bicycle Master Plan to Expand Bike Routes Around the City.” This Measure includes the Action item of implementing the Bicycle Master Plan in its entirety. This Plan supersedes the Bicycle Master Plan, none-the-less in order to establish whether the City is fulfilling its CAP Action items an inventory of pedestrian and bicycle infrastructure improvements should be maintained.



Enforcement Action Citations

When the City of Santee works in collaboration with the Sheriff's department to conduct enforcement actions, such as stop sign or crosswalk enforcements, it is recommended that the City catalog the citations and maintain a database regarding the location, the number of citations issued and the code infraction. Additionally, it is recommended that the City track the number of warnings issued and the cause for the warning, if available. This effort may be supplemented through conversations with the Sheriff's department to learn about common observations or complaints they may be aware of.

Showers, Lockers and Bicycle Racks Inventory

It is recommended that the City of Santee track and inventory the number of non-residential developments which provide showers, lockers and/or bicycle racks.

In addition to inventorying bicycle racks at non-residential developments, the City is recommended to inventory the location of bicycle racks at major destinations such as parks, schools, civic locations and commercial centers. It is further recommended that the City maintain this information in a GIS file.

It is also recommended that the City count parked bicycles at the bicycle racks throughout the City either as funding becomes available or through partnership with a non-profit organization or academic institution.

Safe Routes to School Infrastructure Projects Inventory

It is recommended that the City continue to maintain an inventory of infrastructure projects from the Safe Routes to School Plan which are located on City Right-of-Way.

It is also recommended that the City work with the schools to receive data from the Student Travel Tallies as well as Parent Surveys regarding school commutes.

Analysis and Reporting

There are several important applications for the bicycle and pedestrian data collected through the City's on-going monitoring program. This section outlines the potential applications for pedestrian and bicycle count data that will support and enhance the City's understanding of cycling and walking travel patterns and associated benefits, as well as applications for the other data collected.

Cycling/Walking Trends

Implementing a citywide cycling and pedestrian monitoring program where systematic bicycle and pedestrian counts are regularly collected will enhance the City's understanding of a number of important travel behavior aspects, including:

- What is the estimated average daily number of bicycle and walk trips in Santee?
- Is the number of cyclists and pedestrians growing or shrinking over time?
- How do cycling and walking levels vary by facility type and location across the City?
- How does cycling/walking vary by time of day, day of week, and season of year?
- What percent of cyclists are riding on the sidewalk?

This rich data can support the production of an annual "State of Active Travel in Santee" report that serves to inform policy makers, planners, advocates, and community members about how much and where cycling and walking is occurring in the City.

Linking Cycling and Walking Trends to Investments

Once City staff is tracking cycling and walking trends by time and location, there is an opportunity to link specific investments to changes in cycling and walking patterns in a manner that improves their understanding of how community members respond to new or enhanced cycling and pedestrian facilities and programs. This kind of before-after assessment is critical to supporting long range planning and directing investments toward active travel.

Cycling and Pedestrian Safety Assessments

A more comprehensive understanding of cycling and walking demands allows for a more rigorous safety assessment of bicycle-vehicle and pedestrian-vehicle crash risk. The City of Santee will be able to develop bicycle and pedestrian crash risk measures that account for the level of cyclist and pedestrian exposure, such as the rate of pedestrian and cyclist collisions.

Coupled with this, review of the collision data will allow the City to identify problematic locations, assess infrastructure types and seek feasible solutions.

Assessment of Network Quality and Completeness

By tracking infrastructure improvements in a comprehensive fashion, not only will the City be able to evaluate ridership regarding facility type as mentioned above, the City will also be able to assess the completeness of its pedestrian and bicycle networks.

By further evaluating the network in relationship to bicycle trip attractors, as recommended, the City will be able to gain insight into how well the network is serving the needs of the network users, in other words, is the new infrastructure allowing for greater access to locations where people on bicycles would like to go.



Educational Program Effectiveness

By tracking the number of citations generated in an enforcement action, the City will be able to gain insight into whether the educational programs that the City offers are effective. Likewise, based on the citations and warnings generated the City will gain insight into what other information should be included in the educational programs, and/or whether a safety campaign should target specific types of behavior.

Safe Routes to School Infrastructure Projects Inventory

The school commute Student Travel Tallies and Parent Surveys previously described on page 126 can be analyzed to gauge progress towards meeting the Climate Action Plan Measure 7.6 Reduce Vehicle Trip To/From School.

This data offers an annual snapshot in time as to which modes students use to get to school and whether they are carpooling. The carpooling information will further inform progress towards CAP Measure 7.6 Action Item, which encourages the promotion of electronic applications to foster carpooling.

5.6 Potential Funding Sources

Funding is a common impediment to implementing capital projects. The City of Santee, like other public agencies, are tasked with allocating scarce General Fund budgets towards a variety of services, projects, and maintenance efforts. A variety of competitive grant sources are available to help fund additional desired projects and programs that may not be covered through traditional revenue streams.

Table 5.5 outlines relevant grant programs for the City of Santee to consider pursuing. A brief description of each program, the eligible projects, and funding cycles is provided, along with a link to the program webpage for additional program information.



Table 5.5 Funding Sources

Funding Program	Relevant Eligible Projects	Notes
<p>Active Transportation Program (ATP) – Caltrans Caltrans' ATP was created to encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health, provide a broad spectrum of projects to benefit many types of active transportation users while ensuring disadvantages communities share in the benefits.</p>	<ul style="list-style-type: none"> • Capital Projects: environmental, design, right-of-way, and construction phases of a capital project. • Plans: Community wide bicycle, pedestrian, safe routes to school, or active transportation plan. • Non-Infrastructure (NI) Projects: Education, Encouragement, and Enforcement activities 	<ul style="list-style-type: none"> • Cycle 5 Call for Projects is anticipated to be announced in Spring 2020 • Minimum request for infrastructure projects is \$250,000, however, the minimum does not apply to Safe Routes to Schools projects or Recreational Trail projects
<p>Local Streets and Roads Program (LSRP) – Caltrans Funding dedication for cities and counties to perform basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads systems.</p>	<ul style="list-style-type: none"> • Safety Projects • Complete Streets Components • Traffic Control Devices • Maintenance and Rehabilitation 	<ul style="list-style-type: none"> • Available annually • To be eligible, cities must submit an adopted proposed project list to the California Transportation Commission.
<p>Regional Trails Program (RTP) – California Parks Department Administered by the California Department of Parks and Recreation. Provides funds for recreational trails and trails-related projects</p>	<ul style="list-style-type: none"> • Development and Rehabilitation of Trails, Trailside and Trailhead Facilities • Construction of new trails • Acquisition of easements and simple title to property for Recreational Trails 	<ul style="list-style-type: none"> • Annual funding cycle with applications typically due in early February
<p>Highway Safety Improvement Program (HSIP) – Caltrans Serves to reduce traffic fatalities and serious injuries on all public roads.</p>	<ul style="list-style-type: none"> • HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail that improves the safety for its users 	<ul style="list-style-type: none"> • Cycle 10 call for projects around April 2020 • Cycle 11 call for projects around April 2022
<p>Public Access Program – California Wildlife Conservation Board Program funding is focused on creating opportunities for meaningful wildlife-oriented recreation experience.</p>	<ul style="list-style-type: none"> • Planning, preliminary design, environmental review, permitting, final design and construction costs for facilities or the enhancement of existing facilities that will provide for public access to wildlife-oriented activities 	<ul style="list-style-type: none"> • Generally available annually with a call for projects open in the spring
<p>Active Transportation Grant Program (ATGP) – SANDAG The goal of the ATGP is to encourage local jurisdictions to plan and build facilities that promote multiple travel choices and build connectivity.</p>	<ul style="list-style-type: none"> • Capital Projects • Non-Capital projects: Planning, Education, Encouragement, and Awareness, & Bike Parking 	<ul style="list-style-type: none"> • On a three-year funding cycle • Last funded project cycle was 2018

Funding Program	Relevant Eligible Projects	Notes
<p>Smart Growth Incentive Program (SGIP) – SANDAG The SGIP provides funding for transportation-related infrastructure improvements that within Smart Growth Opportunity Areas as shown in SANDAG’s Smart Growth Concept Map. The goal is to fund public infrastructure projects and planning activities that facilitate or support compact, mixed-use, transit oriented development and transportation choices.</p>	<ul style="list-style-type: none"> • Climate Action Planning • Capital & Planning projects 	<ul style="list-style-type: none"> • Initially on a four-year cycle, recently on a three-year cycle. • Last funded project cycle was 2018 • The Smart Growth Concept Map designates an existing Town Center at the Santee Town Center (area to the northeast of Mission Gorge Road and Cuyamaca Street) • Additional potential Smart Growth designations are identified that would require land use and/or transit service changes





City of Santee

Active Santee Plan

January 2021

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE PRESENTATION OF THE DRAFT HOUSING ELEMENT 2021-2029 (GENERAL PLAN AMENDMENT GPA2019-2) AND AUTHORIZATION TO TRANSMIT THE HOUSING ELEMENT TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)

DIRECTOR/DEPARTMENT Melanie Kush, Development Services 

SUMMARY Requested is authorization to forward the City's draft Housing Element to the State Department of Housing and Community Development (HCD) for review and comments prior to formal adoption by the City Council which is anticipated to occur in April. In this way, revisions in response to comments may be made prior to adoption of the Element. The City of Santee's Housing Element is a major component of the City's General Plan that addresses adequate housing opportunities for present and future Santee residents through 2029. It serves as the primary policy document guiding local decision-making related to housing. The Housing Element is the only General Plan Element that requires review and certification by the State of California, through the Department of Housing and Community Development (HCD). The Housing Element provides a detailed analysis of the City's demographic, economic, and housing characteristics. The Element also provides a comprehensive evaluation of the City's progress in implementing housing programs related to housing production, preservation, and conservation. Based upon Santee's housing needs, available resources, constraints and opportunities for housing production, preservation, and its past performance, the updated Housing Element establishes an eight-year strategy of goals, objectives and action programs that address housing.

This action does not represent a formal adoption of the Housing Element. HCD will review the draft for conformance with State housing law. Revisions may be necessary in response to the State's review. The formal adoption would be placed on a future City Council agenda in April.

ENVIRONMENTAL REVIEW The transmittal of the draft Housing Element to HCD is exempt from the provisions of the California Environmental Quality Act ("CEQA"), under the general rule that CEQA only applies to projects which have the potential for causing a significant effect on the environment (CEQA Guidelines § 15061(b)(3)). Environmental review in compliance with CEQA would be completed prior to any future, formal adoption of the Housing Element by City Council.

FINANCIAL STATEMENT  The City Council appropriated \$88,302 to fund a Professional Services Agreement with Veronica Tam and Associates to assist staff in the preparation of the Element.

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION  Receive the Staff Report and authorize the transmittal of the Draft Housing Element to the State Department of Housing and Community Development.

ATTACHMENT
Staff Report
Draft Housing Element

STAFF REPORT

PRESENTATION OF THE DRAFT HOUSING ELEMENT 2021-2029 (GENERAL PLAN AMENDMENT GPA2019-2) AND AUTHORIZATION TO TRANSMIT THE HOUSING ELEMENT TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)

CITY COUNCIL MEETING
January 27, 2021

BACKGROUND

State law requires every city and county to prepare a Housing Element as part of its General Plan. This is the Sixth Cycle of the Housing Element that, upon adoption, would supersede the existing Fifth Cycle Housing Element and, as such, constitutes an amendment to the General Plan. As this amendment to the General Plan is necessary to comply with State law governing the provision of housing, the approval of the Housing Element is expressly exempted from the provisions of Measure N (which requires voter approval of amendments to the General Plan that increase residential density or intensity of use).¹ The Sixth Cycle for the San Diego region covers an eight-year time period, from April 15, 2021 to April 15, 2029.

Jurisdictions are required to identify adequate sites to address their very low, low, moderate, and above moderate-income housing needs based on their “Regional Housing Needs Allocation” (RHNA). Santee was allocated 1,219 units, which in turn is divided into four income categories ranging from very low to above moderate income categories. Of the 1,219 units allocated to Santee, the City must plan for units affordable to all income levels, specifically: 406 very low income, 200 low income, 188 moderate income, and 425 above moderate income households. Appendix C of the Housing Element identifies the proposed sites that would accommodate the City’s RHNA at the various income levels.

PROJECT DESCRIPTION

The “Project” is the update to the Housing Element, and requires a General Plan Amendment. The Housing Element of the General Plan is designed to provide the City

¹ The Housing Element, and the corresponding General Plan Amendment, propose the rezoning of certain sites to increase the allowable residential density. Measure N includes an exception to the voter approval requirement where “the General Plan amendment is necessary to comply with state or federal law governing the provision of housing, including but not limited to affordable housing requirements.” This exception applies only if the City first makes the following findings based on substantial evidence in the record: “(1) a specific provision of state or federal law requires the City to accommodate the housing that will be permitted by the amendment; (2) the amendment permits no great density than that necessary to accommodate the required housing; and (3) an alternative site that is not subject to the voter approval requirement in this Policy is not available to satisfy the specific state or federal housing law.” (Measure N, Section 2.B., Policy 12.4.) The City Council would need to make these findings before adopting the Housing Element and the corresponding General Plan Amendment.

with a coordinated and comprehensive strategy for the provision of safe, decent and affordable housing (per Government Code Section 65580 et seq). The Housing Element contains analyses, strategies, policies and programs for addressing the following goals: ensuring residential land capacity sufficient to meet housing for all income groups, preserving affordable housing stock, minimizing governmental constraints to providing housing, providing affordable housing opportunities for low- and moderate-income residents, and complying with all applicable laws and regulations related to housing.

The Housing Element is divided into Sections: Section 1 provides an overview of the purpose of the Housing Element and State requirements; Section 2 is a community profile that describes and analyzes the City's demographics, housing characteristics and future housing needs; Section 3 pertains to constraints to the production and preservation of housing; Section 4 identifies resources available to the City to meet its housing goals and objectives; Section 5 contains the updated Housing Plan with objectives, policies and programs. The Housing Element also includes the following appendices: Appendix A describes public outreach and participation; Appendix B provides an overview of past housing-related accomplishments; Appendix C sets forth the Sites Inventory of properties throughout the City that have been identified to accommodate the City's RHNA; and Appendix D includes a required map showing underutilized sites in the industrial districts of the City that can accommodate emergency shelters. Section and Appendix highlights are provided below:

Section 1 - Introduction

This section describes the structure of the Housing Element, the State's requirements for the contents of a Housing Element and the Housing Element's compliance with the General Plan.

Section 2 – Community Profile

In order to develop a comprehensive strategy to preserve and expand housing opportunities, it is important to understand the needs of residents, the current real estate market and the existing housing stock. This section provides an overview of these factors and includes the City's demographics and housing characteristics.

Based upon population projections, it is expected that Santee's population will increase by 10%, from 57,999 in 2020 to 63,812 by 2035. The median age is increasing, changing from 37.2 in 2010 to 38.8 in 2018. The number of residents 65 years of age and older is trending upward, from 10.7% in 2010 to 14.2% in 2018, while the number of residents under the age of 18 is declining, changing from 23.8% to 21.6%. Large family households comprise 9.4% of all households, while senior-headed households comprise almost 24.6%. Housing strategies that expand housing choices for seniors and large families would be responsive to demographic trends.

The cost of buying or renting a home is also analyzed in this section. The median sales price for a home in Santee increased from \$365,000 in 2015 to \$535,000 in 2020. The median sales price for a home in Santee remains unaffordable for low-income households. Over the past few years rental rates have increased in Santee, making units more unaffordable to low- and moderate-income households. The average rent for a three-bedroom unit is \$2,365 (Fall 2019). In general, the City's First Time Homebuyer Program, the County's Housing Choice Program and the City's participation in the County's Mortgage Credit Certificate Program help lower-income families obtain affordable housing.

Section 3 - Housing Constraints

Market mechanisms, government codes and policies and physical and environmental constraints influence the City's ability to facilitate housing production. Constraints outside the City's control are identified, including market forces, such as the cost of land, labor and building materials, and Federal and State regulations. Local constraints, such as City fees and permit requirements are also identified and assessed in this section.

Section 4 – Housing Resources

Policies and programs focus on the strategic use of the City's limited resources to encourage new housing choices and preserve existing housing. Providing affordable housing for lower- and moderate-income households requires multiple funding sources. In years past, the City's main financial resource available to support housing programs was its Redevelopment Housing Set-Aside funds (at least 20 percent of collected redevelopment funds). As of February 1, 2012, the City's Redevelopment Project Area was dissolved pursuant to AB1X26, thereby eliminating this resource. The key funding sources currently available for affordable housing consist of its entitlement allocation from the federal Community Development Block Grant Program, the HOME Investment Partnership and State funding from Senate Bill 2 and the Local Early Action Program. The County of San Diego also administers the Housing Choice Voucher Program and the Mortgage Credit Certificate Program on behalf of Santee.

Section 5 – Housing Plan

Housing Element law requires that quantified objectives be developed with regard to new construction, rehabilitation, conservation and preservation activities that will occur during this Housing Element cycle. Thirteen programs that advance these quantified objectives are set forth in this section of the Housing Element, as follows:

- Program 1: Mobile Home Assistance Program and Conversion Regulations
- Program 2: Maintenance and Improvement of Existing Housing
- Program 3: Conservation of Existing and Future Affordable Units
- Program 4: Housing Choice Voucher Program

- Program 5: Homebuyer Assistance Programs
- Program 6: Manufactured Home Fair Practices Program
- Program 7: Facilitate Affordable Housing Development
- Program 8: Supportive Services
- Program 9: Inventory of Available Sites and Monitoring No Net Loss
- Program 10: By-Right Approval of Projects with 20 Percent Affordable Units on “Reuse” Sites
- Program 11: Accessory Dwelling Units (ADUs)
- Program 12: Monitor Changes in Federal and State Housing, Planning, and Zoning Laws
- Program 13: Equal Housing Opportunity Services

Program 9 represents a major program of this Housing Element as it prioritizes the rezoning of 28 parcels totaling 168 acres within one year of adoption of the Housing Element in order to accommodate the City’s RHNA. This program would also add a range to the R-30 Zone from 30 to 36 dwelling units per acre, as the current R-30 density requirement of 30 dwelling units per acre represents a constraint to the production of housing. As part of this program, the City would also consider overriding, as appropriate and necessary, any incompatibility determinations from the San Diego County Airport Authority if such incompatibilities result due to increased densities within the Gillespie Field Airport Land Use Compatibility Plan Influence Areas. Programs 11 and 12 also require changes to the Municipal Code to facilitate accessory dwelling unit construction and the establishment of emergency shelters, Low Barrier Navigation Centers, and Supportive Housing.

Appendix A – Public Participation

This appendix of the Housing Element details the public outreach efforts undertaken by the City as part of the Housing Element update process including a description of the various City Council workshops, stakeholder meetings, and a summary of completed surveys.

Appendix B - Evaluation of Accomplishments under the Adopted Housing Element

Housing Element Table B-1 in Appendix B provides a comprehensive list of Program accomplishments under the adopted Housing Element. There are 17 Programs, and among them are Programs that address code enforcement activities and minor home improvement loans, the preservation and maintenance of housing stock, the preservation of rental housing choices, programs that ensure ongoing collaboration with affordable housing developers, and use of CDBG funds to support services performed by agencies like Crisis House.

Appendix C – Sites Inventory

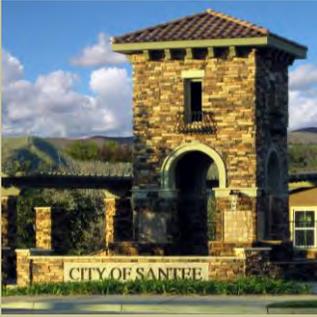
A jurisdiction may meet the RHNA requirement using potential development on suitable vacant and/or underutilized sites within the community. Housing Element Table C-1 provides a detailed list of parcels used in Section 4, Housing Resources, to demonstrate that the City has adequate capacity to accommodate the RHNA. A total of 35 properties are identified at various income levels, including 28 parcels that the City has prioritized to rezone as part of the Program 9 of the Housing Element. The highest residential densities of R-22 and R-30, which default to low income sites per State law are located primarily within the City's Town Center nearest to public transit, commercial services, and dense employment areas.

Appendix D – Undeveloped/ Underutilized General Industrial (IG) Sites

This appendix of the Housing Element is required by State law and identifies undeveloped or underutilized industrial sites in the industrial districts of the City that can accommodate emergency shelters by right.

STAFF RECOMMENDATION

Receive the Staff Report and authorize the transmittal of the Draft Housing Element to the State Department of Housing and Community Development.



HOUSING
ELEMENT

CITY OF SANTEE

DRAFT HOUSING ELEMENT

2021-2029



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Section 1: Introduction

A. Purpose and Content of Housing Element

The Housing Element of the General Plan is designed to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. California Government Code Section 65580 states the intent of creating housing elements:

The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.

Per State law, the Housing Element has two main purposes:

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

The Housing Element is an eight-year plan for the 2021-2029 period. The Housing Element serves as an integrated part of the General Plan, but is updated more frequently to ensure its relevancy and accuracy. The Housing Element identifies strategies and programs that focus on:

- (1) Matching housing supply with need
- (2) Maximizing housing choice throughout the community
- (3) Assisting in the provision of affordable housing
- (4) Removing governmental and other constraints to housing investment
- (5) Promoting fair and equal housing opportunities

The Housing Element consists of the following major components:

- A profile and analysis of the City's demographics, housing characteristics, and existing and future housing needs (**Section 2, Community Profile**).
- A review of the constraints to housing production and preservation. Constraints include potential market, governmental, policy, and environmental limitations to meeting the City's identified housing needs (**Section 3, Housing Constraints**).
- An assessment of resources available to meet the City's objectives regarding housing production and preservation. Resources include land available for new construction and redevelopment, as well as financial and administrative resources available (**Section 4, Housing Resources**).
- A statement of the Housing Plan to address the City's identified housing needs, including housing goals, policies and programs (**Section 5, Housing Plan**).

In addition, the Housing Element contains a number of appendices:

Appendix A: Public Participation – Summarizes the outreach efforts for the development of the Housing Element.

Appendix B: Accomplishments under Adopted Housing Element – Assesses the effectiveness and continued appropriateness of the housing programs set forth in the fifth cycle Housing Element.

Appendix C: Sites Inventory – Provides detailed information of the selected sites for RHNA.

Appendix D: Undeveloped/Underutilized General Industrial (IG) Sites – Updates the status of available parcels for emergency shelters.

B. State Requirements

State law requires housing elements to be updated periodically to reflect a community's changing housing needs. A critical measure of compliance with the State Housing Element Law is the ability of a jurisdiction to accommodate its share of the regional housing needs – Regional Housing Needs Assessment (RHNA). For the San Diego region, the regional growth projected by the State was for the period between June 30, 2020 and April 15, 2029. However, the Housing Element is an eight-year document covering the planning period from April 15, 2021 to April 15, 2029. The City's RHNA and resources available to meet the RHNA are discussed in **Section 4, Housing Resources**.

The RHNA is based, in part, upon the growth that the San Diego Association of Governments (SANDAG) has estimated for the City of Santee in its 2050 Regional Growth Forecast. This forecast was adopted in 2013 and is based on current adopted land use plans and policies. SANDAG forecasts that Santee will grow to 66,313 residents and 23,886 housing units by 2050.

C. Data Sources and Methodology

In preparing the Housing Element, various sources of information were consulted. These include:

- Census 2010 and American Community Survey (ACS) data
- Housing market data from Corelogic
- Employment data from the California Employment Development Department
- Lending data from financial institutions provided under the Home Mortgage Disclosure Act (HMDA)
- Recent data available from service agencies and other governmental agencies

D. General Plan Consistency

The City of Santee General Plan 2020 was adopted on August 23, 2003 and is comprised of the following nine elements: Land Use; Housing; Mobility; Recreation; Trails; Conservation; Noise; Safety; and Community Enhancement. The Housing Element is being updated at this time in conformance with the 2021-2029 update cycle for jurisdictions in the SANDAG region and has been reviewed with the rest of the General Plan to ensure internal consistency. As portions of the General Plan are amended in the future, the Plan (including the Housing Element) will be reviewed to ensure that internal consistency is maintained.

Pursuant to new State law, the City is updating the Safety Element concurrent with the Housing Element update to include an analysis of fire, flood, geologic, seismic, traffic and public safety hazards and policies to reduce the potential loss of life from these hazards. The Safety Element will address new State requirements including environmental justice issues and climate change adaptation and resilience. This update is anticipated to be completed by January 2022.

Section 2: Community Profile

The City of Santee incorporated in 1980. Santee is an urbanized community developed primarily in the 1970s and 1980s. Located in the eastern part of the San Diego metropolitan area, Santee is bordered by El Cajon on the south and southeast, the City of San Diego on the west and northwest, and the County of San Diego on east and northeast.

Most of the City's residentially zoned land has already been developed with a diversity of housing types, including single-family homes, mobile home parks, townhomes, condominiums and apartments. However, several hundred acres within the Specific Plan District and the Town Center District remain undeveloped and available for future housing development.

A. Population Characteristics and Trends

The following section describes and analyzes the various population characteristics and trends in Santee that affect housing need.

1. POPULATION GROWTH

According to the Census, Santee's population rose by almost nine percent from 53,413 in 2010 to 57,999 in 2020 (Table 1). The San Diego Association of Governments (SANDAG) forecasts that the Santee population will reach 63,812 by the year 2035. This represents a growth of 10 percent or 5,813 people.

Jurisdiction	Population				% Change 2010-2020	Projected % Change 2020-2035
	2000	2010	2020	2035 (Projected)		
El Cajon	94,819	99,478	104,393	109,383	4.9%	4.8%
La Mesa	54,749	57,065	59,966	70,252	5.1%	17.2%
Lemon Grove	24,954	25,320	26,526	28,673	4.8%	8.1%
San Diego	1,223,400	1,301,617	1,430,489	1,665,609	9.9%	16.4%
Santee	53,090	53,413	57,999	63,812	8.6%	10.0%
San Diego County	2,813,833	3,095,313	3,343,355	3,853,698	8.0%	15.3%

Sources: Census 2000 and 2010; California Department of Finance, 2020; and SANDAG 2050 Series 13 Regional Growth Forecast (data extracted on 07/2020).

2. AGE COMPOSITION

The age structure of a population is also an important factor in evaluating housing and community development needs and determining the direction of future housing development. Typically, each age group has distinct lifestyles, family types and sizes, incomes, and housing preferences. As people move through each stage of life, housing needs and preferences change. For example, young householders without children will have different housing preferences than middle-age householders with children or senior householders living alone. Consequently, evaluating the age characteristics of a community is important in determining the housing needs of residents.

Santee’s population is, as measured by the median age of its residents, older than in neighboring communities and the County as a whole. In 2018, Santee’s median age was 38.8 years, while the County’s median age was 35.6. The proportion of residents aged 65+ in Santee (14 percent) was the second highest among its neighbors, but saw the highest increase in the past 10 years from 11 percent to 14 percent (see Figure 1). The proportion of residents under 18 was consistent with countywide average (Table 2).

Jurisdiction	Under 18 years		65+ years		Median Age	Median Age
	2010	2018	2010	2018	2010	2018
El Cajon	25.7%	25.4%	11.0%	11.9%	33.7	32.4
La Mesa	19.6%	20.7%	14.2%	14.4%	37.1	37.6
Lemon Grove	25.5%	25.3%	11.2%	12.9%	35.0	35.4
San Diego City	21.4%	20.1%	10.7%	12.3%	33.6	34.7
Santee	23.8%	21.6%	10.7%	14.2%	37.2	38.8
San Diego County	23.4%	22.0%	11.4%	13.3%	34.6	35.6

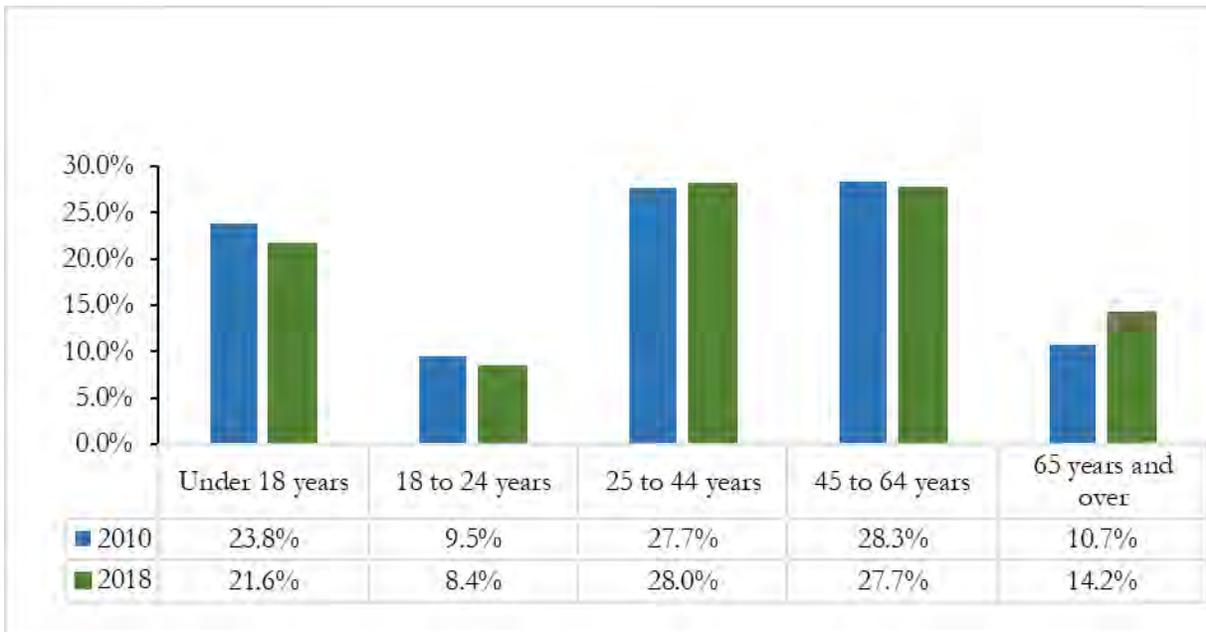
Sources: Census 2010; American Community Survey (2014-2018 Estimates)

As shown in Table 2, a shift in the ages of Santee residents occurred between 2010 and 2018. The child population decreased slightly while the senior population increased by 3.5 percentage points. These changes in age structure represent a significant change in the age composition of Santee towards an aging population, which could affect the housing needs of Santee residents during the planning period.

This trend has been taking place since 1990, when only eight percent of Santee residents were 65+. From 2000 to 2010, the proportion of Santee residents over 65 increased also increased from nine percent to 11 percent. Overall, the senior population in Santee has increased by 6 percentage points in the past 30 years. At the same time, the proportion of Santee residents under the age of 18 has declined dramatically, from 29 percent in 1990 to 22 percent in 2018.

A decrease in residents aged 18-64 has also taken place in the last decade, with this age group decreasing from 66 percent to 64 percent of the population. Both young adult residents and older adults saw slight decreases between 2010 and 2018 while adults aged 25 to 44 saw a minimal increase (Figure 1). As a result, Santee’s median age rose by 1.6 years between 2010 and 2018. These changes match the general trends seen in San Diego County in the past 10 years, but they are more pronounced in Santee.

Figure 1: Age Distribution (2010 and 2018)



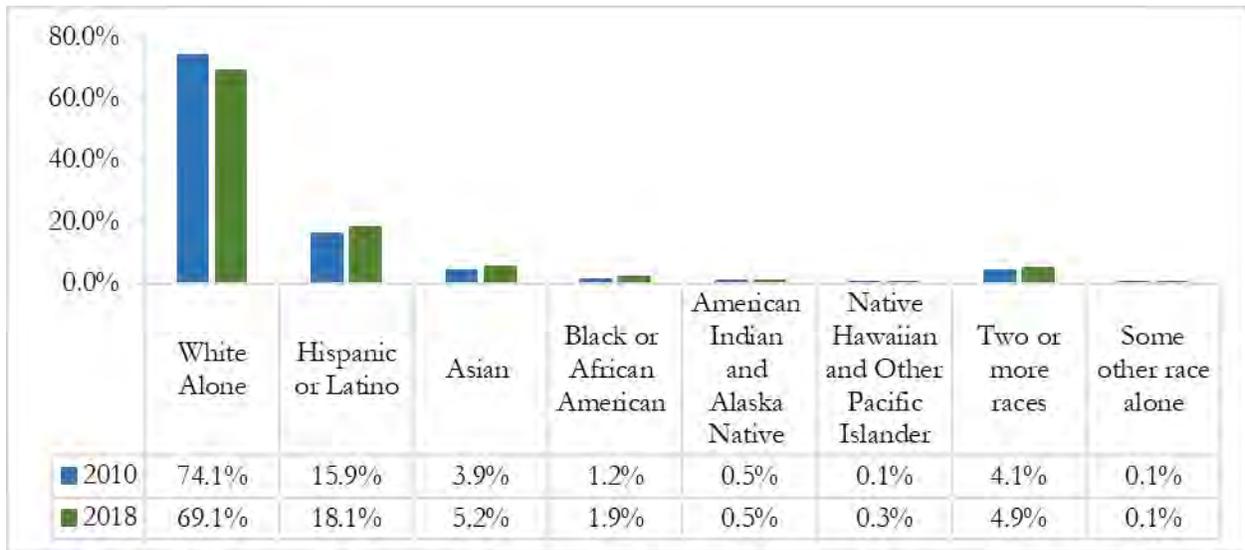
Sources: Census 2010; American Community Survey (2014-2018 Estimates)

3. RACE AND ETHNICITY

Different racial and ethnic groups often have different household characteristics, income levels, and cultural backgrounds, which may affect their housing needs and preferences. Studies have also suggested that different racial and ethnic groups differ in their attitudes toward and/or tolerance for “housing problems” as defined by the Federal Department of Housing and Urban Development (HUD), including overcrowding and housing cost burden. According to these studies, perceptions regarding housing density and overcrowding tend to vary between racial and ethnic groups. Especially within cultures that prefer to live with extended family members, household size and overcrowding also tend to increase. In general, Hispanic and Asian households exhibit a greater propensity than White households for living in extended families. However, with the housing crisis in California, and the recent economic challenges presented by COVID-19, extended family members sharing housing arrangements or adult children moving back with parents have become a trend in many California communities.

The racial composition of Santee residents in 2018 was 69 percent White, 18 percent Hispanic, five percent Asian, two percent Black, five percent for those who declared more than one race, and less than once percent for American Indian/Alaskan and Hawaiian/Pacific Islander (Figure 2). Between 2010 and 2018, the proportion of all races/ethnicities increased while the White population decreased. Hispanic and Asian population had the greatest proportional increases.

Figure 2: Race (2010 and 2018)



Sources: Census 2010; American Community Survey (2014-2018 Estimates)

Despite these decreases in White population, Santee continues to have a substantially larger proportion of White residents and smaller proportion of Hispanic/Latino residents compared to neighboring jurisdictions and the County as a whole (Table 3). The City’s proportion of Black/African Americans is also significantly lower than surrounding cities and within the County.

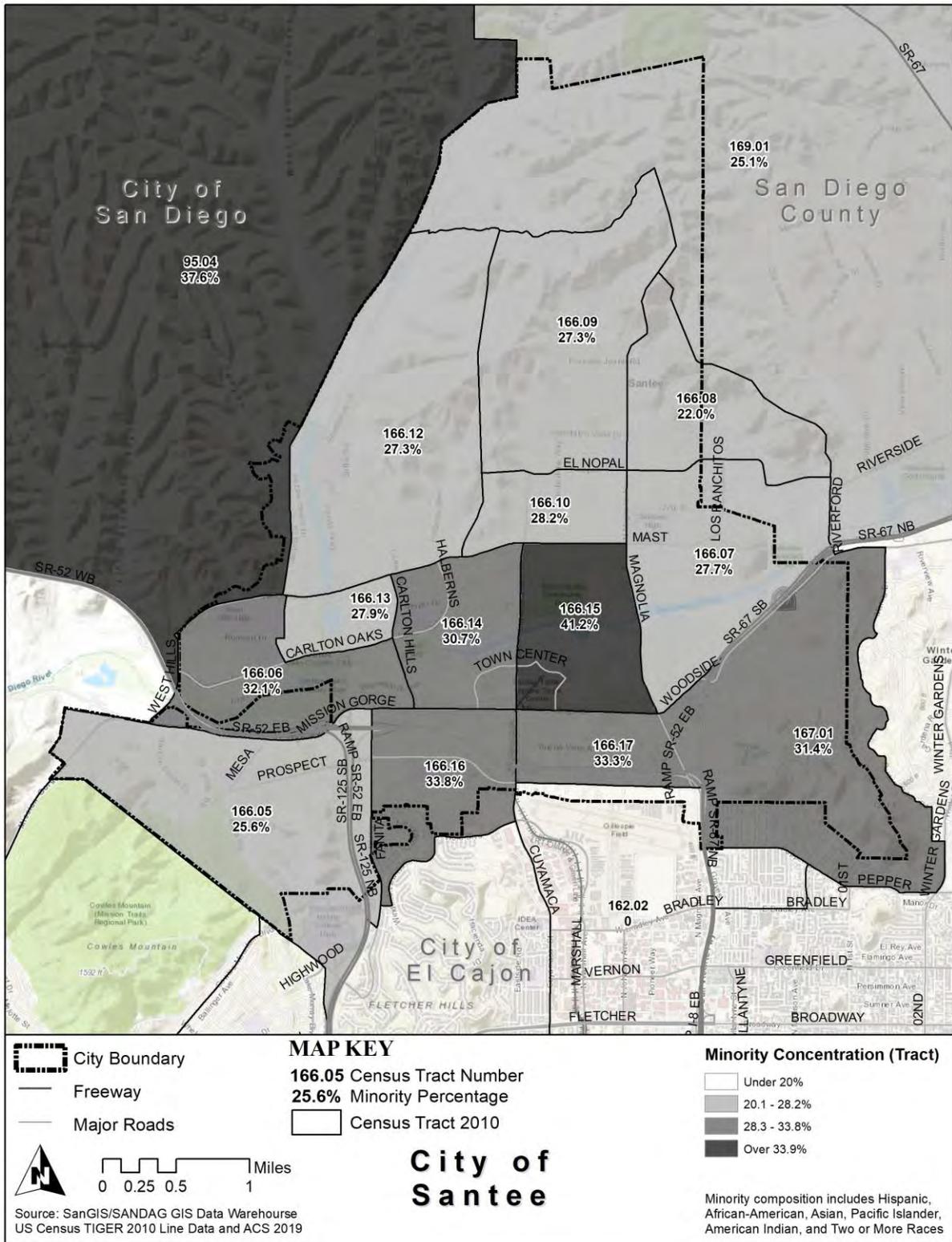
Table 3: Racial Composition in Neighboring Cities and Region (2018)

Jurisdiction	White Alone	Black	American Indian/Alaskan	Asian	Hawaiian/Pac Islands	Other	Two or More	Hispanic/Latino
El Cajon	57.1%	5.5%	0.2%	3.7%	0.4%	0.3%	4.3%	28.5%
La Mesa	55.5%	7.1%	0.1%	6.5%	0.3%	0.1%	4.6%	25.9%
Lemon Grove	28.9%	13.5%	0.1%	6.0%	0.4%	0.1%	4.2%	46.7%
San Diego	42.9%	6.2%	0.2%	16.4%	0.4%	0.2%	3.6%	30.1%
Santee	69.1%	1.9%	0.5%	5.2%	0.3%	0.1%	4.9%	18.1%
County	45.9%	4.7%	0.4%	11.6%	0.4%	0.2%	3.4%	33.5%

Source: American Community Survey (2014-2018 Estimates).

Figure 3 shows the distribution of minority populations in Santee. Minority individuals comprise between 27 and 34 percent of the population in most Census tracts in the City. However, there is one tract (166.08) in the northeastern portion of the community with 22 percent minority, and one tract (166.15) in the center of the City where minorities are highly concentrated (41 percent of tract population).

Figure 3: Minority Concentration Areas (2018)



B. Employment Profile

An assessment of the needs of the community must take into consideration the type of employment held by City residents. Incomes associated with different jobs and the number of workers in a household determines the type and size of housing a household can afford. In some cases, the types of jobs themselves can affect housing needs and demand (such as in communities with military installations, college campuses, and seasonal agriculture). Employment growth typically leads to strong housing demand, while the reverse is true when employment contracts.

1. OCCUPATION AND LABOR PARTICIPATION

The American Community Survey (ACS) provides information about employment, specifically the number of City residents by industry type, who are employed by businesses either outside or within their community. As of 2018, Educational Services/Health Care/Social Assistance and Professional/Scientific/Management services were the two largest occupational categories for City residents (Table 4). These categories account for almost 37 percent of the jobs held by employed residents. Similarly, these categories accounted for 36 percent of jobs held by County residents. The proportion of City residents in all other occupations was roughly similar to the occupation profile of County residents, with a higher proportion of Santee residents being employed in construction and retail.

Table 4: Employment Profile (2018)

Sector	Santee		San Diego County	
	Estimate	Percent	Estimate	Percent
Educational services, and health care and social assistance	6,743	23.8%	332,860	21.3%
Professional, scientific, and management, and administrative and waste management services	3,630	12.8%	236,691	15.1%
Retail trade	3,466	12.2%	163,799	10.5%
Arts, entertainment, and recreation, and accommodation and food services	2,633	9.3%	186,676	11.9%
Construction	2,316	8.2%	91,902	5.9%
Manufacturing	2,295	8.1%	144,583	9.2%
Finance and insurance, and real estate and rental and leasing	1,845	6.5%	97,145	6.2%
Public administration	1,710	6.0%	78,150	5.0%
Other services, except public administration	1,351	4.8%	84,047	5.4%
Transportation and warehousing, and utilities	1,162	4.1%	63,842	4.1%
Wholesale trade	612	2.2%	37,263	2.4%
Information	541	1.9%	34,501	2.2%
Agriculture, forestry, fishing and hunting, and mining	13	0.0%	13,471	0.9%
Totals		28,317		1,564,930

Source: American Community Survey (2014-2018 Estimates)

Management occupations were the highest paid occupations in the San Diego region in the first quarter of 2020, and had a 17 percent increase in average yearly salaries from 2011 to 2020 (Table 5). Even with a 44 percent increase in average salary, food preparation and related services remained the lowest paid occupation in the County. Overall, average yearly salaries for all occupations increased by 8.4 percent.

Table 5: Average Yearly Salary by Occupation, San Diego County (2011 and 2020)			
Occupation	Salary		% Change (2011-2020)
	2011	2020	
Management	\$117,046	\$136,531	16.6%
Legal	\$105,882	\$120,265	13.6%
Computer and Mathematical	\$82,631	\$104,627	26.6%
Healthcare Practitioners and Technical	\$89,872	\$102,053	13.6%
Architecture and Engineering	\$83,115	\$99,949	20.3%
Life, Physical, and Social Science	\$77,716	\$87,579	12.7%
Business and Financial Operations	\$71,815	\$80,850	12.6%
Educational Instruction and Library	\$60,992	\$66,690	9.3%
Total all occupations	\$50,800	\$61,770	8.4%
Arts, Design, Entertainment, Sports, and Media	\$56,963	\$61,614	8.2%
Construction and Extraction	\$51,871	\$60,047	15.8%
Protective Service	\$50,581	\$58,837	16.3%
Community and Social Services	\$49,734	\$56,793	14.2%
Installation, Maintenance, and Repair	\$45,202	\$54,945	21.6%
Sales and Related	\$38,263	\$45,974	20.2%
Office and Administrative Support	\$37,260	\$45,385	21.8%
Production	\$34,324	\$43,823	27.7%
Transportation and Material Moving	\$32,255	\$39,362	22.0%
Building and Grounds Cleaning and Maintenance	\$30,880	\$36,248	34.6%
Healthcare Support	\$26,928	\$35,609	15.3%
Personal Care and Service	\$26,240	\$34,806	32.6%
Farming, Fishing, and Forestry	\$26,009	\$33,243	27.8%
Food Preparation and Serving-Related	\$22,133	\$31,942	44.3%
Source: California Employment Development Department, Occupational Employment Statistics (OES) Q1, 2011, Q1, 2020.			

C. Household Characteristics

The Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Information on household characteristics is important to understand the growth and changing needs of a community.

1. HOUSEHOLD TYPE

According to the ACS, 19,650 households were located in Santee in 2018. Of these households, 21 percent were single-person households (no change from the 2010 Census), and households headed by seniors (65+) comprised 25 percent, an increase of nearly six percentage points since the 2010 Census. Single-person households represented a lower proportion of Santee’s households than in neighboring jurisdictions and countywide. Conversely, 34 percent of Santee households consisted of families with children, a larger proportion than found in neighboring San Diego City and La Mesa but similar to the County (Table 6). When compared to Census 2010 numbers, Santee’s household composition is slowly trending toward senior-headed households and away from families with children and large households.

Table 6: Household Characteristics (2018)

Jurisdiction	Single Person Households	Senior Headed Households	Families with Children	Single-Parent Households	Large Households	
					Owner-Occupied	Renter-Occupied
El Cajon	21.3%	19.4%	40.1%	11.1%	4.3%	10.8%
La Mesa	31.3%	24.6%	29.3%	9.1%	2.7%	3.7%
Lemon Grove	21.9%	25.2%	38.5%	11.4%	10.1%	6.5%
San Diego	27.4%	19.8%	29.1%	7.5%	4.6%	5.3%
Santee	21.0%	24.6%	33.7%	4.9%	5.9%	3.5%
San Diego County	23.7%	22.3%	33.1%	8.3%	6.0%	5.9%

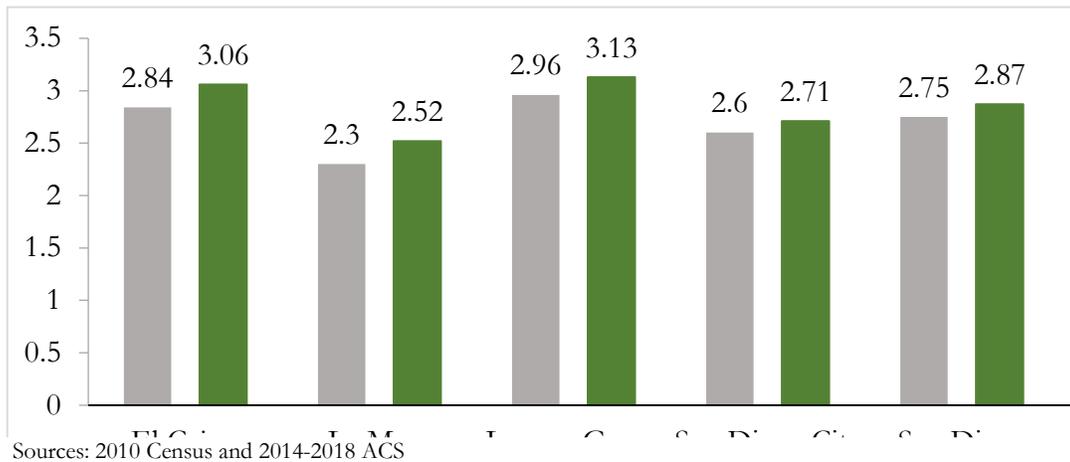
Source: American Community Survey (2014-2018 Estimates)

Different household types generally have different housing needs. Seniors or young adults typically comprise the majority of single-person households and tend to reside in apartment units, condominiums, or smaller single-family homes. Families often prefer single-family homes. Santee’s housing stock provides a range of unit types to meet the needs of its residents (Table 13). Roughly, 65 percent of the City’s housing stock is comprised of single-family units, while approximately 24 percent of the units consist of multifamily units such as apartments and condominiums (Source: American Community Survey).

2. HOUSEHOLD SIZE

Household size identifies sources of population growth and household overcrowding. A city's average household size will increase over time if there is a trend towards larger families. In communities where the population is aging, the average household size may decline. The average household size in Santee in 2018 was 2.83, an increase from the 2.72 of the 2010 Census, and slightly lower than the County as a whole (2.87) (Figure 4). The County also had a similar increasing household size trend, increasing from 2.75 to 2.87 from 2010 to 2018.

Figure 4: Household Size (2010 and 2018)



3. HOUSEHOLD INCOME

Household income is an important consideration when evaluating housing and community development needs because lower income typically constrains a household's ability to secure adequate housing or services. While housing choices, such as tenure (owning *versus* renting) and location of residences are very much income-dependent, household size and type often affect the proportion of income that can be spent on housing.

According to SANDAG estimates, six percent of Santee households in 2018 had incomes lower than \$15,000, while 10 percent of households earned incomes between \$15,000 and \$29,999 (Table 7). This represents a proportional change in lower income categories since 2010. Approximately 23 percent of City households earned incomes between \$30,000 and \$60,000, while roughly 29 percent had incomes between \$60,000 and \$99,999. Another 32 percent of Santee households earned \$100,000 or more. Proportionally, more households in Santee earn incomes higher than \$75,000 when compared to countywide households (49 percent in Santee compared to 45 percent in the region). SANDAG estimated that the median household income in Santee was \$84,226 as of January 2018, while the median income for the County was estimated to be \$77,217 (Figure 5).

Table 7: Household Income Distribution, Santee and San Diego County (2010 and 2018)

Household Income	2010		2018		Change in Proportion	
	Santee	County	Santee	County	Santee	County
Less than \$15,000	7.0%	11.0%	6.0%	9.0%	-1.0%	-2.0%
\$15,000 - \$29,999	12.0%	14.0%	10.0%	12.0%	-2.0%	-2.0%
\$30,000 - \$44,999	13.0%	14.0%	11.0%	12.0%	-2.0%	-2.0%
\$45,000 - \$59,999	12.0%	11.0%	12.0%	11.0%	0.0%	0.0%
\$60,000 - \$74,999	13.0%	10.0%	12.0%	10.0%	-1.0%	.0%
\$75,000 - \$99,999	16.0%	13.0%	17.0%	13.0%	1.0%	0.0%
\$100,000 or more	27.0%	27.0%	32.0%	32.0%	5.0%	-5.0%
TOTAL	100.0%	100.0%	100.0%	99.0%	0.0%	-1.0%

Notes: SANDAG Estimates do not add up to 100 percent. SANDAG presents household distributions to the nearest whole number.
Source: SANDAG, Current Estimates, 2010, 2018. (Accessed 09/2020)

Figure 5: Median Household Income (2018)



Note: Not adjusted for inflation. Source: SANDAG, Current Estimates, 2018. (Accessed 08/2020).

4. OVERCROWDING

An overcrowded housing unit is defined as a unit occupied by more than one person per room.¹ Overcrowding can result when there are not enough adequately sized units within a community, when high housing costs relative to income force too many individuals to share a housing unit than it can adequately accommodate, and/or when families reside in smaller units than they need to devote income to other necessities, such as food and health care.

According to the 2014-2018 ACS, roughly 3.4% of Santee households experienced overcrowded living conditions in 2018 (Table 8). Of these, 39 percent were in owner-occupied households, and 61

¹ Based on the Census Bureau’s definition of “room,” which excludes bathrooms, porches, balconies, foyers, halls, or half-rooms.

percent were renters. This suggests that renters are disproportionately affected by overcrowding – as of 2018, only 29 percent of the households in Santee were renter-occupied, but they represent 61 percent of all overcrowded households.

Table 8: Overcrowding¹ (2018)

	Overcrowded	% of Overcrowded HH	% of All Households²
Owner	257	38.6%	1.9%
Renter	408	61.4%	7.1%
Total Households	665	100.0%	3.4%

Note: 1. Overcrowding: 1.01 or more persons per bedroom. 2. Percent of households for that category. Total owner households= 13,871; total renter households= 5,779; total households = 19,650.
Source: American Community Survey, 2014-2018 Estimates.

This pattern often suggests an inadequate supply of larger rental units. While 66 percent of occupied housing units in the City had three or more bedrooms (the minimum size considered large enough to avoid most overcrowding issues for large households), only 18 percent of these units were occupied by renters.

5. COST BURDEN

State and federal standards for housing cost burden are based on an income-to-housing cost ratio of 30 percent and above. Households paying more than 30 percent of their income on housing have limited remaining income for other necessities. Upper income households generally are capable of paying a larger proportion of income for housing; therefore, estimates of housing cost burden generally focus on lower and moderate income households.

According to the most recent Comprehensive Housing Affordability Strategy (CHAS) data, published by HUD, 36 percent of Santee households overpaid for housing in 2017 and housing cost burden affected a larger proportion of renters (48 percent) than owners (31 percent) (Table 9). While cost burden affected a smaller proportion of households in 2017 than 2010 (when 44 percent of households overpaid for housing), the trends in cost burden based on tenure have reversed. Since 2010, the proportion of cost burdened renter-households has increased from 43 to 48 percent. By contrast, the proportion of cost burdened owner-households decreased from 45 percent to 30 percent in seven years.

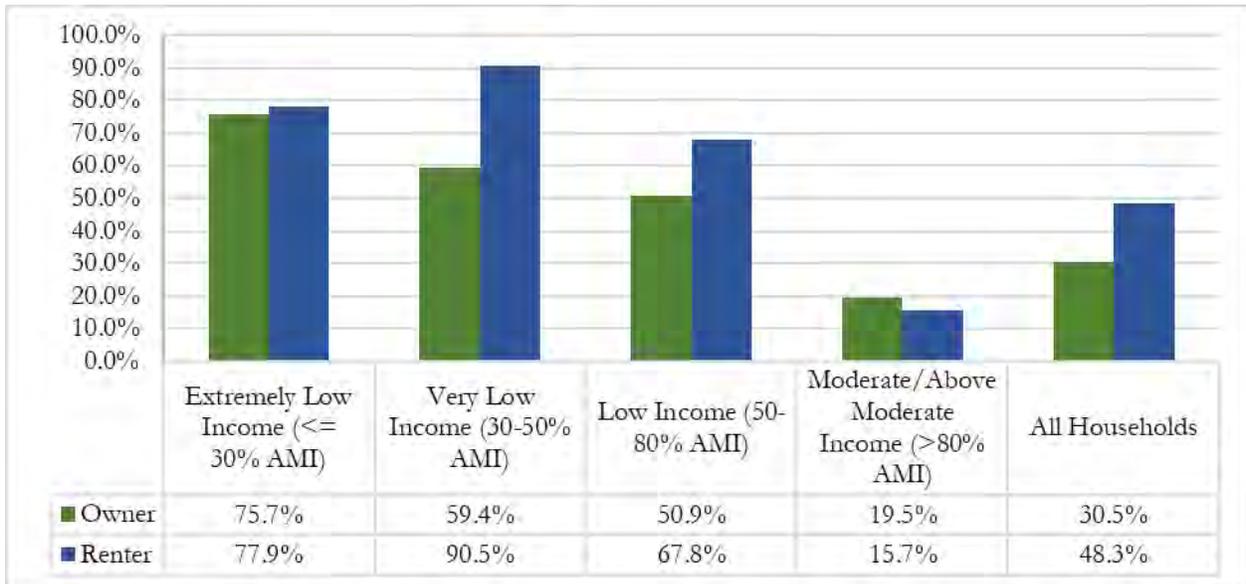
Cost burden affected a majority of lower and moderate income households in 2017 regardless of tenure; however, the incidence of cost burden was greatest among very low income homeowners (81 percent) and very low income renters (91 percent) (Figure 6). With a high prevalence of cost burden amongst lower income households, households may attempt to mitigate cost burden by taking in additional roommates or occupying smaller and presumably cheaper units, leading to overcrowding.

Table 9: Cost Burden by Tenure and Income Level (2010 and 2017)

Income	Owners		Renters		Renters and Owners	
	2010	2017	2010	2017	2010	2017
Extremely Low Income (<= 30% AMI)	83.7%	75.7%	75.8%	77.9%	79.9%	76.9%
Very Low Income (30-50% AMI)	72.4%	59.4%	80.6%	90.5%	75.9%	74.9%
Low Income (50-80% AMI)	55.5%	50.9%	50.9%	67.8%	53.9%	57.5%
Moderate/Above Moderate Income (>80% AMI)	35.8%	19.5%	16.8%	15.7%	44.1%	18.6%
All Households	44.6%	30.5%	42.7%	48.3%	44.1%	36.0%

Source: Comprehensive Housing Affordability Strategy (CHAS), 2006-2010 estimates and 2013-2017 estimates.

Figure 6: Cost Burden by Tenure and Income Category (2017)



Source: HUD Comprehensive Housing Affordability Strategy (CHAS) tabulations of 2013-2017 ACS data.

D. Special Needs Populations

Certain segments of the population may have more difficulty in finding decent, affordable housing due to their special needs. Special circumstances may be related to one’s employment and income, family characteristics, disability, or household characteristics, among other factors. Consequently, certain residents in Santee may experience a higher prevalence of housing overpayment (cost burden), overcrowding, or other housing problems.

“Special needs” groups include the following: senior households, single-parent households, large households, persons with disabilities, agricultural workers, students, and homeless (Table 10). This section provides a detailed discussion of the housing needs facing each particular group as well as programs and services available to address their housing needs.

Special Needs Group	Santee		San Diego County	
	#	%	#	%
Senior-Headed Households (65+)	4,826	24.6%	249,767	22.3%
Single-Parent Households	1,634	8.3%	124,701	11.1%
Large Households	1,843	9.4%	132,588	11.8%
Persons with Disabilities	5,964	10.8%	314,897	9.8%
Agricultural Workers ¹	13	0.0%	13,471	0.9%
Students ²	4,019	7.0%	296,600	9.0%
Homeless	25	0.0%	7,619	0.2%

1. Category includes civilians employed in the "agriculture, forestry, fishing and hunting, and mining" industry as reported in the ACS.
2. Population enrolled in college or graduate school
Source: Census, ACS, 2014-2018; and Regional Task Force on the Homeless, 2020.

1. SENIOR HEADED HOUSEHOLDS

Many senior-headed households have special needs due to their relatively low incomes, disabilities or limitations, and dependency needs. The population over 65 years of age is considered senior and has four main concerns: limited and often fixed income; poor health and associated high health care costs; mobility limitation and transit dependency; and high costs of housing.

From 2014 to 2018, seniors (age 65+) comprised 14 percent of Santee residents and 25 percent of households were headed by seniors. Of these households, the majority (84 percent) owned their homes, while the remainder (16 percent) rented. Aside from cost burden problems faced by seniors due to their relatively fixed incomes, many seniors are faced with various disabilities. Roughly, 34 percent of Santee’s senior population was reported as having one or more disabilities between 2014 and 2018 by the ACS. The need for senior housing can be expected to increase in Santee due to the changing demographics of the population. It will therefore be particularly important for the City to encourage and facilitate the development of housing that is affordable to seniors.

2. SINGLE-PARENT HOUSEHOLDS

Single-parent households require special consideration and assistance because of their greater need for day care, health care, and other facilities. Female-headed households with children in particular tend to have lower incomes, thus limiting housing availability for this group.

According to the 2014-2018 ACS, approximately eight percent of Santee households were headed by single parents. The large majority of these, 66 percent, were headed by females. According to the 2014-2018 ACS, 21 percent of single-parent households had incomes below the poverty level; 87 percent of those households were headed by women. City efforts to expand affordable housing opportunities will help meet the needs of single-parent households

3. LARGE HOUSEHOLDS

Large households (with five or more members) are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn, accelerating unit deterioration.

About nine percent of Santee households were classified as “large households” by the 2014-2018 ACS. About 37 percent of those households rented the units they occupied. The housing needs of larger households are typically met through larger units. While 25 percent of occupied housing units in the City had four or more bedrooms, only a small portion of these units (13 percent) were occupied by renters. Since only nine percent of Santee’s households are large households, Santee’s housing stock should be adequate to meet the needs of larger households. However, lower income large renter households may have greater difficulty securing adequately-sized units than other large renter households.

4. PERSONS WITH DISABILITIES

Disability is a physical, mental, or developmental condition that substantially limits one or more major life activity. Disabilities can hinder access to housing units of conventional design, as well as limit the ability to earn adequate income. The 2014-2018 ACS estimated that 11 percent of Santee’s population over five years of age had a disability. The ACS also tallied the number of disabilities by type for residents with one or more disabilities; a person may have more than one disability. Among the disabilities tallied, 32 percent involved difficulty hearing, 20 reported cognitive difficulty, 55 percent were ambulatory disabilities, 38 percent made independent living difficult, 16 percent limited self-care ability, and 20 percent involved visual difficulty.

Four factors – affordability, design, location and discrimination – significantly limit the supply of housing available to households of persons with disabilities. The most obvious housing need for persons with disabilities is housing that is adapted to their needs. Most single-family homes are inaccessible to people with mobility and sensory limitations. Housing may not be adaptable to widened doorways and hallways, access ramps, larger bathrooms, lowered countertops and other features necessary for accessibility. The cost of retrofitting a home often prohibits homeownership, even for individuals or families who could otherwise afford a home. Furthermore, some providers

of basic homebuying services do not have offices or materials that are accessible to people with mobility, visual or hearing impairments.

Location of housing is also an important factor for many persons with disabilities, as they often rely upon public transportation. Furthermore, the 2020 San Diego Regional Analysis of Impediments to Fair Housing Choice concluded housing choices for special needs groups were limited and thus an impediment to fair housing in the San Diego region.²

Services for persons with disabilities are typically provided by both public and private agencies. State and federal legislation regulate the accessibility and adaptability of new or rehabilitated multifamily apartment complexes to ensure accommodation for individuals with limited physical mobility. Furthermore, the City updated the Zoning Ordinance in January 2013 to establish a ministerial reasonable accommodation process and to accommodate supportive housing in all residential zones.

Persons with Developmental Disabilities

A recent change in State law requires that the Housing Element discuss the housing needs of persons with developmental disabilities. As defined by State law, “developmental disability” means a disability that originates before an individual attains 18 years of age, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. Intellectual disability, cerebral palsy, epilepsy, and autism, are considered developmental disabilities. The term also includes disabling conditions found to be closely related to intellectual disability or to require treatment similar to that required for individuals with an intellectual disability, but does not include other handicapping conditions that are solely physical in nature.

The Census does not collect or report statistics for developmental disabilities and no other source is known to have this data for Santee. According to the State's Department of Developmental Services, as of June 2019, approximately 562 Santee residents with developmental disabilities were being assisted at the San Diego Regional Center. Most of these individuals (75 percent) were residing in a private home with their parent or guardian and 271 of these persons with developmental disabilities were under the age of 18.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

² San Diego Regional Alliance for Fair Housing, *San Diego Regional Analysis of Impediments to Fair Housing Choice*, May 2020.

5. AGRICULTURAL WORKERS

Agricultural workers are traditionally defined as persons whose primary incomes are earned through permanent or seasonal agricultural labor. Permanent farm laborers work in the fields, processing plants, or support activities on a generally year-round basis. When workload increases during harvest periods, the labor force is supplemented by seasonal labor, often supplied by a labor contractor. For some crops, farms may employ migrant workers, defined as those whose travel distance to work prevents them from returning to their primary residence every evening. Determining the true size of the agricultural labor force is difficult. For instance, the government agencies that track farm labor do not consistently define farm-workers (e.g. field laborers versus workers in processing plants), length of employment (e.g. permanent or seasonal), or place of work (e.g. the location of the business or field). Further limiting the ability to ascertain the number of agricultural workers within Santee is the limited data available on the City due to its relatively small size.

According to the 2014-2018 ACS, 13 residents of Santee residents were employed in farming, forestry, or fishing occupations. Santee is an urbanized community with no undeveloped parcels zoned for agriculture as a principal use; however, some residential zones allow a range of agriculture and related uses.

6. STUDENTS

Santee includes a private college within its jurisdictional limits (San Diego Christian College) and is in relatively close proximity to Grossmont Community College and San Diego State University. Approximately seven percent of Santee residents were enrolled in college between 2014-2018, which is slightly lower than the proportion of college students countywide (nine percent). San Diego State University is the largest university in the San Diego region, with approximately 34,000 students. The university provides housing for an estimated 19 percent of enrolled students. Typically, students have lower incomes and therefore can be impacted by a lack of affordable housing. Overcrowding within this special needs group is a common concern.

7. HOMELESS

According to HUD, the homeless population includes:

- 1) Individuals and families who lack a fixed, regular, and adequate nighttime residence and includes a subset for an individual who is exiting an institution where he or she resided for 90 days or less and who resided in an emergency shelter or a place not meant for human habitation immediately before entering that institution;
- 2) Individuals and families who will imminently lose their primary nighttime residence;
- 3) Unaccompanied youth and families with children and youth who are defined as homeless under other federal statutes who do not otherwise qualify as homeless under this definition;
or

- 4) Individuals and families who are fleeing, or are attempting to flee, domestic violence, dating violence, sexual assault, stalking, or other dangerous or life-threatening conditions that relate to violence against the individual or a family member.

Assessing a region’s homeless population is difficult because of the transient nature of the population. San Diego County’s leading authority on the region’s homeless population is the Regional Task Force on the Homeless (RTFH). Based on the 2020 Point-in-Time Count, the majority of the region’s homeless population is estimated to be in the urban areas, but a sizeable number of homeless persons make their temporary residence in rural areas (Table 11). RTFH estimates that all of Santee’s homeless population (25 people) was unsheltered in 2020.

Table 11: Homeless Population by Jurisdiction (2020)

Jurisdiction	Total Homeless				Total	Percent Unsheltered
	Unsheltered	Emergency Shelters	Safe Haven	Transitional Housing		
Lemon Grove	18	0	0	0	18	100.0%
El Cajon	310	162	0	312	784	39.5%
La Mesa	52	0	0	0	52	100.0%
San Diego	2,283	1,759	36	809	4,887	46.7%
Santee	25	0	0	0	25	100.0%
Lakeside	24	0	0	0	24	100.0%

Source: San Diego Regional Task Force on the Homeless, 2020.

Homelessness is a regional issue that requires the coordination among regional agencies. Santee is part of the San Diego County Continuum of Care Consortium that covers the unincorporated County and all incorporated cities with the exception of the City of San Diego.

The City’s Supportive Services Program provides Community Development Block Grant (CDBG) funds to homeless service providers to meet the immediate needs of homeless or near homeless in Santee. Services include the provision of food, temporary shelter, health care, and other social services. The City’s Zoning Ordinance was amended in January 2013 to update the requirements for emergency shelters and transitional housing pursuant to SB 2. The City has identified more than seven acres on eight parcels on Woodside Avenue within the General Industrial “IG” zoning designation where emergency shelters could be sited with ministerial permit approval. Transitional housing is allowed in all residential zones.

E. Housing Stock Characteristics

A community’s housing stock is defined as the collection of all housing units located within the jurisdiction. The characteristics of the housing stock, including growth, type, age and condition, tenure, vacancy rates, costs, and affordability are important in determining the housing needs for the community. This section details the housing stock characteristics of Santee to identify how well the current housing stock meets the needs of current and future residents of the City.

1. HOUSING UNIT GROWTH AND TYPE

Santee has experienced steady housing growth since 2000, when the City had 18,833 units. During the past Housing Element planning period, the City’s housing stock grew from 20,422 units in 2013 to an estimated 21,248 units as of January 2020, or approximately four percent (Table 12). The City’s housing growth outpaced that of nearby East County neighbors El Cajon, La Mesa, and Lemon Grove since 2013.

Jurisdiction	# of Units January 2013	# of Units January: 2020	% Increase 2013-2020
El Cajon	35,898	36,282	1.1%
La Mesa	26,482	26,929	1.7%
Lemon Grove	8,873	9,139	3.0%
San Diego	519,181	549,070	5.8%
Santee	20,422	21,248	4.0%
San Diego County	1,174,866	1,226,879	4.4%

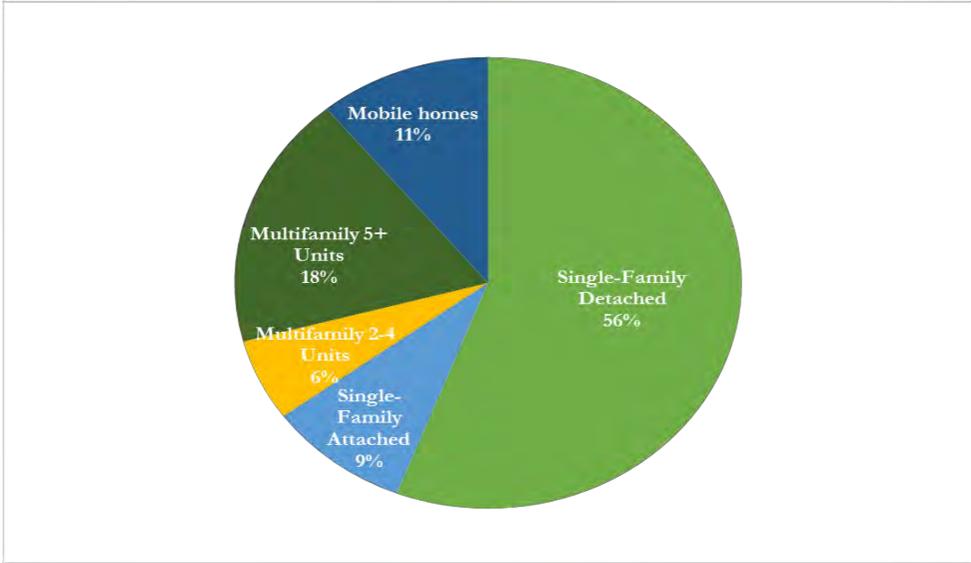
Source: Census 2000; and California Department of Finance, 2013, 2020.

Santee maintains a diverse housing stock. In 2020, single-family homes comprised 65 percent of the housing stock, while multifamily units comprised 24 percent, and 11 percent of the housing stock consisted of mobile homes (Table 13). According to the 2020 California Department of Finance housing estimates, the City has a larger proportion of mobile homes in San Diego County.

Housing Type	January 2020	
	# of Units	% of Total
Single-Family Detached	11,871	55.9%
Single-Family Attached	1,930	9.1%
Multifamily 2-4 Units	1,247	5.9%
Multifamily 5+ Units	3,864	18.2%
Mobile homes	2,336	11.0%
Total Units	21,248	100.0%

Source: California Department of Finance, 2020.

Figure 7: Housing Stock Composition (2020)



Source: California Department of Finance, 2020

2. HOUSING AGE AND CONDITION

Housing that is 30 years or older is assumed to require some rehabilitation. Such features as electrical capacity, kitchen features, and roofs, usually need updating if no prior replacement work has occurred. Santee’s housing stock is older than the County’s; 80 percent of the City’s housing stock was constructed prior to 1990, while only 72 percent of the County’s housing stock is more than 30 years old (Table 14).

Nearly 88 percent of the City’s existing housing stock will exceed 30 years of age by the end of this Housing Element planning period (built before 2000). Continued maintenance will be essential to prevent widespread housing deterioration. The Code Enforcement Officer tracks and maintains statistics annually for housing units in need of rehabilitation or replacement.

Table 14: Age of Housing Stock				
	Santee		San Diego	
Less than 30 years old				
Post-2010	622	3.0%	35,306	2.9%
2000-2009	1,752	8.5%	145,104	12.0%
1990-1999	1,670	8.1%	151,967	12.6%
Total	4,044	19.7%	332,377	27.6%
30 to 50 years old				
1980-1989	3,958	19.3%	230,420	19.1%
1970-1979	7,194	35.1%	272,251	22.6%
Total	11,152	54.4%	502,671	41.7%
50 years or older				
1960-1969	3,203	15.6%	144,647	12.0%
1950-1959	1,533	7.5%	130,316	10.8%
1940-1949	316	1.5%	41,844	3.5%
Pre-1939	258	1.3%	53,029	4.4%
Total	5,310	25.9%	369,836	30.7%
All housing units	20,506	100.0%	1,204,884	100.0%
Note: The total number of units in ACS is based on extrapolations from a 5% sample. The total number housing units from the State Department of Finance is based on updating the 100% census with annual building permit activities. Source: ACS, 2014-2018.				

3. HOUSING TENURE

The tenure distribution of a community's housing stock (owner versus renter) influences several aspects of the local housing market. Residential stability is influenced by tenure, with ownership housing evidencing a much lower turnover rate than rental housing. Housing cost burden, while faced by many households, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and age of the householder. Between 2014 and

2018, 71 percent of Santee residents owned the units they occupied, while 29 percent rented (Table 15). This rate of homeownership is the highest among all of neighboring communities and nearly 18 percentage points higher than the countywide rate.

Both owner- and renter-occupied households in Santee had similar household size, as evidenced by the almost identical average household sizes (Table 16). Among those who owned their homes between 2014 and 2018, 41 percent lived in homes with three or more persons per household, compared to 44 percent for the renter-households.

Table 15: Housing Tenure (2018)		
Jurisdiction	Percent Owner-Occupied	Percent Renter-Occupied
El Cajon	39.3%	60.7%
La Mesa	41.2%	58.8%
Lemon Grove	53.8%	46.2%
San Diego	46.9%	53.1%
Santee	70.6%	29.4%
San Diego County	53.1%	46.9%
Source: Census, ACS, 2014-2018.		

Table 16: Tenure by Household Size (2018)		
Households	% of Total Units Owner-Occupied	% of Total Units Renter-Occupied
1-person	21.2%	20.6%
2-person	34.7%	30.1%
3-person	19.8%	23.1%
4-person	15.9%	14.4%
5+-person	5.6%	6.9%
Average household size	2.82	2.86
Source: Census, ACS, 2014-2018.		

4. HOUSING VACANCY

A certain number of vacant units are needed to moderate the cost of housing, allow sufficient choice for residents, and provide an incentive for unit upkeep and repair. Specifically, vacancy rates of 1.5 to 2.0 percent for ownership housing and 5.0 to 6.0 percent for rental housing are considered optimal to balance demand and supply for housing.

Vacancy rates in Santee are lower than what is considered optimal for a healthy housing market. According to the 2014-2018 ACS, the overall vacancy rate in Santee was 4.2 percent. Specifically, the vacancy rate for ownership housing was one percent, while the overall rental vacancy rate was 2.9 percent. Too low of a vacancy rate can force prices up, making it more difficult for low and moderate income households to find housing and increasing the incidence of overcrowding.

5. HOUSING COSTS AND AFFORDABILITY

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high in comparison to household income, there will be a correspondingly higher prevalence of housing cost burden and overcrowding. This section summarizes the cost and affordability of the housing stock to Santee residents.

Homeownership Market

Median home sales prices in the surrounding areas of Santee ranged from \$482,500 in Lemon Grove to \$631,500 in the City of San Diego in 2020 (Table 17). Santee’s median home price is on the lower end of the spectrum at \$535,000. However, median home sale prices increased the most in Santee, increasing by almost 50 percent between 2015 and 2020. All other surrounding cities also saw increases in their median home prices during this period but only ranging between 27 percent increase in La Mesa and 42 percent in Chula Vista.

Table 17: Median Home Sales Prices (2015 and 2020)			
Jurisdiction	March 2015	March 2020	% Change 2015-2020
Chula Vista	\$400,000	\$566,000	41.5%
El Cajon	\$390,000	\$540,500	38.6%
La Mesa	\$440,000	\$557,000	26.6%
Lemon Grove	\$352,500	\$482,500	36.9%
San Diego	\$486,000	\$631,500	29.9%
Santee	\$365,000	\$535,000	46.6%
San Diego County	\$455,000	\$590,000	29.7%

Source: Corelogic, Home Sales Activity by City, March 2015 and March 2020.

The Zillow online database was also consulted in an effort to better understand the more current home sale market in Santee. Zillow listed 37 single-family homes and 21 condos/townhouses for sale in August 2020 (Table 18). The median asking price for a unit was \$551,334, with a range of \$117,000 to \$1,355,000. Single-family homes were priced higher (\$600,714 median) than condos/townhouses (\$450,000 median).

Table 18: Home Asking Prices (August 2020)			
Unit Type	Number for Sale	Asking Price Range	Median Asking Price
Single-Family Homes	37	\$117,000-\$1,355,000	\$600,714
2-Bedroom	4	\$117,000-\$149,900	\$124,900
3-Bedroom	20	\$445,912-\$975,000	\$596,947
4+-Bedroom	13	\$552,668- \$1,355,000	\$667,956
Condos/Townhomes	21	\$360,000- \$599,000	\$450,000
2-Bedroom	3	\$360,000-\$450,000	\$369,000
3-Bedroom	17	\$389,800-\$599,000	\$459,000
4+-Bedroom	1	\$525,000	\$525,000
All Homes	58	\$117,000-\$1,355,000	\$551,334

Source: Zillow, August 26, 2020.

The home sale market continues to rise in Santee, as the median asking price of homes in August 2020 (\$551,334) is significantly higher than the median sale price of homes in November 2012 (\$275,000) as reported in the 2013-2021 Housing Element based on the online Multiple Listing Service (MLS) database.

Rental Market

With renters comprising approximately 30 percent of the City’s households, it is important to understand the rental market in Santee. Internet resources were consulted to understand the rental housing market in Santee (Table 19). Rental price information was collected for five apartment complexes within the City with units for rent advertised on Zillow.com in September 2020. At the time of the research, there were no studio apartment units available, while one-bedroom units rented

for \$1,495+ to \$1,891. Larger units were more expensive; two-bedroom units were offered at rents ranging from \$1,925 to \$2,300, while a three-bedroom unit was listed at \$2,750.

Table 19: Apartment Rental Rates (September 2020)	
Apartment Complex	Rental Price Range
Oaks Apartments	
1 BR	\$1,565-\$1655
2 BR	\$1,925-\$1,955
Santee Villas	
1 BR	\$1,720-\$1,755
2 BR	\$1,940-\$1,975
Parc One	
1 BR	\$1,880-\$1891
2 BR	\$2,300
3 BR	\$2,750
Carlton Heights Villas	
1 BR	\$1,500-\$1,632
2 BR	\$1,990
Town Center Apartments	
1 BR	\$1,495+
Source: Zillow.com, September 2020.	

The San Diego County Apartment Association publishes quarterly rental market reports based on surveys conducted throughout the region. Fall average rents increased for units of all sizes in Santee between 2011 and 2019. The average price of three-bedroom units doubled during this period (up by 105.1 percent); while rental rates for one-bedroom and two-bedroom units increased significantly (69 and 63 percent, respectively) in Santee (Table 20). In general, average rents for units in Santee were slightly lower than average rents of similar units in neighboring jurisdictions (Table 20).

Table 20: Average Rental Rates by Jurisdiction Fall 2011 and Fall 2019

Jurisdiction	# of Rooms	Fall 2011 Average rents	Fall 2019 Average Rents	% Change Fall 2011 to Fall 2019
El Cajon	Studio	\$729	\$1,000	37.2%
	1 BR	\$857	\$1,863	117.4%
	2 Br	\$1,095	\$1,941	77.3%
	3BR	\$1,394	\$2,270	62.8%
La Mesa	Studio	\$872	-	-
	1 BR	\$1,097	\$1,798	63.9%
	2 Br	\$1,437	\$2,271	58.0%
	3BR	\$1,739	\$2,597	49.3%
San Diego	Studio	\$923	\$1,526	65.3%
	1 BR	\$1,211	\$1,881	55.3%
	2 Br	\$1,575	\$2,241	42.3%
	3BR	\$1,877	\$2,460	31.1%
Santee	Studio	--	-	-
	1 BR	\$988	\$1,672	69.2%
	2 Br	\$1,205	\$1,963	62.9%
	3BR	\$1,153	\$2,365	105.1%
San Diego County	Studio	\$899	\$1,342	49.3%
	1 BR	\$1,090	\$1,666	52.8%
	2 Br	\$1,418	\$2,013	42.0%
	3BR	\$1,730	\$2,483	43.5%

Source: San Diego County Apartment Association, Fall 2011 and Fall 2019.

Housing Affordability by Household Income

Housing affordability is dependent upon income and housing costs. Using set income guidelines, current housing affordability can be estimated. According to the HCD income guidelines for 2020, the Area Median Income (AMI) in San Diego County was \$92,700 (adjusted for household size). Assuming that the potential homebuyer has sufficient credit and down payment (10 percent) and spends no greater than 30 percent of their income on housing expenses (i.e. mortgage, taxes and insurance), the maximum affordable home price and rental price can be determined. The maximum affordable home and rental prices for residents of San Diego County are shown in Table 21. Households in the lower end of each category can afford less by comparison than those at the upper end. The market-affordability of Santee’s housing stock for each income group is discussed below:

Extremely Low Income Households: Extremely low income households earn 30 percent or less of the AMI. The estimated maximum affordable rental payment ranges from \$444 per month for a one-person household to \$589 per month for a family of five (Table 21). The maximum affordable home purchase price for extremely low income households ranges from \$60,846 for a one-person household to \$68,801 for a five-person household. Extremely low income households generally cannot afford housing at market rate.

Very Low Income Households: Very low income households are classified as those earning 50 percent or less of the AMI. The estimated maximum affordable rental payment ranges from \$847 per month for a one-person household to \$1,213 per month for a family of five (Table 21). The maximum affordable home purchase price for very low income households ranges from \$130,009 for a one-person household to \$175,652 for a five person household. Based on the rental data presented in Table 19 and Table 20, very low income households of all sizes would be unlikely to secure adequately sized and affordable rental housing in Santee.

Low Income Households: Low income households earn 51 to 80 percent of the County AMI. The estimated maximum home price a low income household can afford ranges from \$233,862 for a one-person household to \$335,821 for a five-person family. Affordable rental rates for low income households would range from \$1,454 for a one-person household to \$2,148 for a five-person household.

As indicated by the data presented in Table 18, low income households could not afford adequately sized homes listed for-sale in August 2020. Low income households do not have better chance in securing an adequately sized and affordable rental housing unit as rental units range from \$1,495-1,755 for one-bedroom units to \$2,750 for three-bedroom units and are out of the affordable rent price (Table 19Table 20). Also, limited number of apartment complexes offering three-bedroom units in Santee at prices affordable to larger low-income households is indicative of the potential difficulty these households face.

Moderate Income Households: Moderate income households earn up to 120 percent of the County AMI. The estimated maximum affordable home price for moderate income households ranges from \$290,392 for a one-person household to \$422,971 for a family of five. A moderate income household can afford rental rates of \$1,784 to \$2,656 per month depending on household size.

Based on the rental and for-sale housing market data presented in Table 19 and Table 18, moderate income households can afford to rent some of the apartments advertised in September 2020 but not purchase adequately sized homes. For example, asking prices for a four-bedroom home (an adequately sized home to avoid overcrowding) range from \$525,000 to \$1.3 million (Table 18). This far exceeds the affordable purchase price for large households. Table 18 does include some single-family home and condo/townhome listings that meet the affordable price for large families, but they are two-bedroom units.

Table 21: Housing Affordability Matrix San Diego County (2020)

Annual Income		Affordable Housing Cost		Utilities, Taxes and Insurance			Affordable Price	
		Rent	Own	Rent	Own	Taxes/ Insurance/ HOA	Rent	Purchase
Extremely Low Income (30% of AMI)								
One Person	\$24,300	\$608	\$608	\$164	\$164	\$213	\$444	\$60,846
Small Family	\$31,200	\$780	\$780	\$240	\$240	\$273	\$541	\$70,498
Large Family	\$37,450	\$936	\$936	\$348	\$348	\$328	\$589	\$68,801
Very Low Income (50% of AMI)								
One Person	\$40,450	\$1,011	\$1,011	\$164	\$164	\$354	\$847	\$130,009
Small Family	\$52,000	\$1,300	\$1,300	\$240	\$240	\$455	\$1,061	\$159,576
Large Family	\$62,400	\$1,560	\$1,560	\$348	\$348	\$546	\$1,213	\$175,652
Low Income (80% of AMI)								
One Person	\$64,700	\$1,618	\$1,618	\$164	\$164	\$566	\$1,454	\$233,862
Small Family	\$83,200	\$2,080	\$2,080	\$240	\$240	\$728	\$1,841	\$293,192
Large Family	\$99,800	\$2,495	\$2,495	\$348	\$348	\$873	\$2,148	\$335,821
Moderate Income (120% of AMI)								
One Person	\$77,900	\$1,948	\$1,948	\$164	\$164	\$682	\$1,784	\$290,392
Small Family	\$100,150	\$2,504	\$2,504	\$240	\$240	\$876	\$2,264	\$365,782
Large Family	\$120,150	\$3,004	\$3,004	\$348	\$348	\$1,051	\$2,656	\$422,971
1. Small family =3-person household 2. Large family= 5-person household. Source: California Department of Housing and Community Development, 2020 Income limits; and Veronica Tam and Associates. Assumptions: 2020 HCD income limits; 30% gross household income as affordable housing cost; 35% of monthly affordable cost for taxes and insurance; 10.0% down payment; and 3.0% interest rate for a 30-year fixed-rate mortgage loan. Utilities based on the Housing Authority of the County of San Diego Utility Allowance, 2019 . Utility allowances based on the combined average assuming all electric and all natural gas appliances.								

F. Project-Based Rental Housing Assistance

1. ASSISTED HOUSING INVENTORY

Existing housing that receives governmental assistance is often a significant source of affordable housing in many communities. Santee has six assisted housing developments that provide 612 affordable housing units (Table 22).

Project Name	Total Units	Assisted Units	Funding Source	Earliest Date of Conversion	# Units At Risk
Cedar Creek Apartments	48	47	LIHTC	Year 2025	47
			Revenue Bond	Year 2025	
			Redevelopment Set-Aside	Year 2065	
Forester Square Apartments	44	43	LIHTC	Year 2025	43
			Revenue Bond	Year 2025	
			Redevelopment Set-Aside	Year 2068	
Laurel Park Senior Apartments	133	132	CDLAC Bond	Year 2031	132
Woodglen Vista Apartments	188	188	HFDA/Section 8	12/31/2035	0
Carlton Country Club Villas	130	121	Section 236	---	0
			Section 8	4/30/2038	
Shadow Hill Apartments	81	81	CDLAC Bond	Year 2056	0
Total Assisted Units	624	612			222

Source: City of Santee, 2020; and the HUD Multifamily Assistance and Section 8 Contracts Database, as of 8/24/2020.

2. AT-RISK HOUSING

State law requires that the City identify, analyze, and propose programs to preserve existing affordable multifamily rental units that are eligible to convert to market rate uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions during a 10-year period starting April 15, 2021. Consistent with State law, this section identifies publicly assisted housing units in Santee and analyzes their potential to convert to market rate housing uses.

During the 2021-2031 “at-risk” housing analysis period, three assisted housing projects in Santee are at risk of converting to market-rate housing. As of April 15, 2021, 222 units were at risk of converting to market rate rents. Of these units, 47 are within the Cedar Creek Apartments, 43 within the Forester Square Apartments, and 132 in the Laurel Park Senior Apartments. The City will continue to monitor these at-risk units and should a notice of intent to convert to market rate be filed, work with potential purchasers to preserve the units, and ensure that tenants were properly notified of their rights under California law.

3. PRESERVATION OPTIONS

Preservation of the at-risk units can be achieved in several ways: 1) facilitate transfer of ownership of these projects to or purchase of similar units by nonprofit organizations; 2) purchase of affordability covenant; and 3) provide rental assistance to tenants using funding sources other than Section 8.

Transfer of Ownership

Long-term affordability of lower income units can be secured by transferring ownership of these projects to non-profit housing organizations. By doing so, these units would be eligible for a greater range of government assistance. Table 23 presents the estimated market value for the 222 units at Cedar Creek, Forester Square, and Laurel Park to establish an order of magnitude for assessing preservation costs. As shown, the total market value of these units is approximately \$48,075,000. Assuming a five-percent down payment is made on each project, at least \$2,400,000 down payment cost would be required to transfer ownership of these buildings to non-profit organizations. Unless some form of mortgage assistance is available to interested nonprofit organizations, rental income alone from the lower income tenants would not likely be adequate to cover the mortgage payment, and rental subsidy would be required.

Project Units	Cedar Creek Apartments	Forester Square Apartments	Laurel Park
1 BR	5	17	104
2 BR	18	12	28
3 BR	24	14	0
Total	47	43	132
Annual Operating Cost	\$280,035	\$233,730	\$612,990
Gross Annual Income	\$1,205,448	\$1,021,080	\$2,746,224
Net Annual Income	\$925,413	\$787,350	\$2,133,234
Market Value	\$11,567,663	\$9,841,875	\$26,665,425
Market value for each project is estimated with the following assumptions:			
1. Average market rent for 1-BR is \$1,672, 2-BR is \$1,963, and \$2,365 for a 3-BR (Table 20).			
2. Average bedroom size for 1-BR assumed at 600 square feet, 750 square feet for 2-BR, and 900 square feet for a 3-BR.			
3. Annual operating expenses per square foot = \$7.35 (based on NAI San Diego's Multifamily Market Report Q3, 2019. Figure represents average operating costs for three- and two-star buildings).			
4. Market value = Annual net project income*multiplication factor			
5. Multiplication factor for a building in good condition is 12.5.			

Purchase of Affordability Covenant

Another option to preserve the affordability of at-risk projects is to provide an incentive package to the owners to maintain the projects as lower income housing. Incentives could include writing down the interest rate on the remaining loan balance, and/or supplementing the subsidy amount received to market levels.

Rent Subsidy

Tenant-based rent subsidies could be used to preserve the affordability of housing. Similar to Housing Choice Vouchers, the City through a variety of potential funding sources could provide a voucher to

very low income households. The level of the subsidy required to preserve the at-risk affordable housing is estimated to equal the Fair Market Rent for a unit minus the housing cost affordable by a very low income household. Table 24 estimates the rent subsidies required to preserve the housing affordability for the residents of the 222 at-risk units. Based on the estimates and assumptions shown in this table, approximately \$2,533,000 in rent subsidies would be required annually.

Table 24: Rent Subsidies Required			
Project Units	Cedar Creek Apartments	Forester Square Apartments	Laurel Park
1 BR	5	17	104
2 BR	18	12	28
3 BR	24	14	
Total	47	43	132
Total Monthly Rent Income Supported by Affordable Housing Cost of Very Low Income Households	\$52,445	\$44,113	\$117,796
Total Monthly Rent Allowed by Fair Market Rents	\$113,952	\$91,582	\$219,900
Total Annual Subsidies Required	\$738,084	\$569,628	\$1,225,248
Average Annual Subsidy per Unit	\$15,704	\$13,247	\$9,282
Average Monthly Subsidy per Unit	\$1,309	\$1,104	\$774
Average subsidy per unit for each project is estimated with the following assumptions:			
1. A 1-BR unit is assumed to be occupied by a 1-person household, a 2-BR unit by a 3-person household, and a 3-BR unit by a 5-person household.			
2. Based on 2020 Area Median Income in San Diego County, affordable monthly housing cost for a 1-person very low income household is \$847, \$1,061 for a 3-person household, and \$1,213 for a 5-person household (Table 21).			
3. HUD 2020 Fair Market Rents in the San Diego MSA is \$1,566 for a 1-BR, \$2,037 for a 2-BR, and \$2,894 for a 3-BR.			

4. REPLACEMENT COSTS

The cost of developing new housing depends on a variety of factors such as density, size of units, location and related land costs, and type of construction. Assuming an average development cost of \$300,000 per unit for multifamily rental housing, replacement of the 222 at-risk units would require approximately \$66,600,000. This cost estimate includes land, construction, permits, on- and off-site improvements, and other costs.

5. COST COMPARISON

The cost to build new housing to replace the 222 at-risk units is high, with an estimated total cost of more than \$66,600,000. This cost estimate is substantially higher than the cost associated with transfer of ownership (\$48,075,000) and providing rent subsidies similar to Housing Choice Vouchers for 20 years (\$50,6590,000).

G. Estimates of Housing Needs

The Comprehensive Housing Affordability Strategy (CHAS) developed by the Census for HUD provides detailed information on housing needs by income level for different types of households in Santee. Detailed CHAS data based on the 2013-2017 ACS is displayed in Table 25. Based on CHAS, housing problems in Santee include:

- 1) Units with physical defects (lacking complete kitchen or bathroom);
- 2) Overcrowded conditions (housing units with more than one person per room);
- 3) Housing cost burden, including utilities, exceeding 30 percent of gross income; or
- 4) Severe housing cost burden, including utilities, exceeding 50 percent of gross income.

Disproportionate Needs

The types of problems vary according to household income, type, and tenure. Some highlights include:

- Overall, housing problems affected roughly a greater proportion of renter-households (48 percent) than owner-households (31 percent).
- Elderly renters had the highest level of housing problems regardless of income level (64 percent).
- All extremely low income large renter families had housing problems; the CHAS estimates that all of these households paid more than 50 percent of their income on housing costs.
- More than a third (36 percent) of all lower income households (<80 percent AMI), regardless of tenure, incurred a cost burden.
- Of the 1,615 extremely low income Santee households reported in the 2013-2017 CHAS, approximately 63 percent incurred a housing cost burden exceeding 50 percent of their monthly income.

Table 25: Housing Assistance Needs of Low and Moderate Income Households in Santee

Household by Type, Income & Housing Problem	Renters				Owners		Total Households
	Elderly	Small Families	Large Families	Total Renters	Elderly	Total Owners	
Extremely Low Income (0-30% AMI)	240	290	65	855	500	760	1,615
% with any housing problem	83.3%	87.9%	46.2%	78.9%	80.0%	75.0%	77.1%
% with cost burden >30%	83.3%	87.9%	46.2%	78.9%	80.0%	75.0%	77.1%
% with cost burden > 50%	58.3%	77.6%	46.2%	63.7%	64.0%	62.5%	63.2%
Very Low Income (31-50% AMI)	225	440	75	955	665	960	1,915
% with any housing problem	91.1%	90.9%	100.0%	89.5%	54.9%	60.4%	74.9%
% with cost burden >30%	91.1%	90.9%	100.0%	89.5%	54.9%	59.9%	74.7%
% with cost burden >50%	68.9%	43.2%	100.0%	57.1%	30.1%	37.5%	47.3%
Low Income (51-80% AMI)	170	770	195	1,375	970	2,140	3,515
% with any housing problem	52.9%	71.4%	82.1%	69.5%	30.4%	52.1%	58.9%
% with cost burden >30%	52.9%	71.4%	71.8%	68.0%	29.4%	51.1%	57.7%
% with cost burden > 50%	8.8%	11.7%	5.1%	12.0%	13.4%	20.7%	17.3%
Total Households	875	3,255	605	6,025	4,085	13,445	19,470
% with any housing problem	68.0%	48.5%	58.7%	51.5%	35.5%	32.0%	38.1%

Source: HUD CHAS tabulations of 2013-2017 ACS data.

Section 3: Housing Constraints

Various nongovernmental factors, governmental regulations, and environmental issues pose constraints to the provision of adequate and affordable housing. These constraints may result in housing that is not affordable to lower and moderate income households or may render residential construction market prices economically infeasible for developers. This section addresses these potential constraints.

A. Nongovernmental Constraints

Locally and regionally there are several constraints that hinder the ability to accommodate Santee's affordable housing demand. The high cost of land, rising development costs, and neighborhood opposition make it expensive for developers to build housing.

1. LAND AND DEVELOPMENT COSTS

High development costs in the region stifle potential affordable housing developments. Development costs (land, entitlement, and construction) for residential units have increased rapidly over the last decade, especially for the cost of land when vacant developable land is diminishing. Furthermore, neighborhood resistance to some developments lengthens development time, driving up costs. The difficulty of assembling and developing infill sites can also add to costs.

Reduction in amenities and the quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could lower costs and associated sales prices or rents. In addition, prefabricated factory-built housing may provide for lower priced housing by reducing construction and labor costs. Another factor related to construction costs is the number of units built at one time. As the number of units increases, overall costs generally decrease due to economies of scale.

The price of land and any necessary improvements or demolition of existing structures is a key component of the total cost of housing. The lack of vacant land for residential construction, especially land available for higher density residential development, has served to keep the cost of land high. Based on listings at Zillow.com, land zoned for low density residential uses could capture about \$800,000 per acre (or an average of \$100,000 per unit). Land at the urban core that might be used for high density residential uses is priced around \$1.75 million per acre.

2. LABOR SHORTAGE CONSTRUCTION COSTS

Another key component of construction cost is labor. California is 200,000 construction workers short to meet Governor Newsom's housing goals. This number comes from a study for Smart Cities Prevail. The study finds that California lost about 200,000 construction workers since 2006. Many lost their jobs during the recession and found work in other industries. University of Southern California housing economist Gary Painter also says that California has "a shortage of construction workers at the price people want to pay." However, the dilemma is that higher pay for construction workers would increase the overall construction costs for housing. In some cases, developers are "importing" workers from out of state for the construction work and pay for their temporary housing during the construction periods.

One indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The unit costs compiled by the ICC include structural, electrical, plumbing, and mechanical work, in addition to interior finish and normal site preparation. The data are national and do not take into account regional differences, nor include the price of the land upon which the building is built. In 2020, according to the latest Building Valuation Data release, the national average for development costs per square foot for apartments and single-family homes in 2020 are as follows:

- Type I or II, R-2 Residential Multifamily: \$148.82 to \$168.94 per sq. ft.
- Type V Wood Frame, R-2 Residential Multifamily: \$113.38 to \$118.57 per sq. ft.
- Type V Wood Frame, R-3 Residential One and Two Family Dwelling: \$123.68 to \$131.34 per sq. ft.
- R-4 Residential Care/Assisted Living Facilities generally range between \$143.75 to \$199.81 per sq. ft.

In general, construction costs can be lowered by increasing the number of units in a development, until the scale of the project requires a different construction type that commands a higher per square foot cost.

3. CONSTRUCTION FINANCING

The financing of a residential project, particularly affordable housing, is quite complex. Construction loans are almost never available for over 75 percent of the future project value for multifamily developments. This means that developers must usually supply at least 25 percent of the project value. Furthermore, no firm threshold determines what a lender considers to be an acceptable ‘return’ on investment, nor the maximum equity contribution at which an otherwise feasible project becomes infeasible. Upfront cash commitment may not be problematic for some developers as long as the project can generate an acceptable net cash flow to meet the acceptable returns. Although financing costs impact project feasibility, these problems are generally equal across jurisdictions and thus are not a unique constraint to housing production in Santee.

4. AVAILABILITY OF HOME FINANCING

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants.

Overall, 561 households applied for government-backed mortgage loans and 951 households applied for conventional home mortgage loans in Santee in 2017 (Table 26). However, approval rate was lower for conventional loans than for government-backed loans, and lower in 2017 than in 2012. Refinancing loan applications were the most frequent type of mortgage loans with an approval rate of 62 percent, lower than the approval rate in 2012. Home improvement loans have the lowest approval rates among other types of financing.

Table 26: Disposition of Home Loans: 2017

Jurisdiction	Total Applicants		Percent Approved		Percent Denied		Percent Other ¹	
	2012	2017	2012	2017	2012	2017	2012	2017
Government Backed Purchase	536	561	78.4%	80.6%	11.2%	6.2%	10.4%	13.2%
Conventional Purchase	436	951	78.2%	73.9%	9.9%	9.3%	11.9%	16.8%
Refinance	4,034	2,323	70.4%	61.5%	15.0%	16.1%	14.6%	22.4%
Home Improvement	121	306	60.3%	61.8%	30.6%	26.8%	9.1%	11.4%
Total	5,127	4,141	71.7%	67.0%	14.6%	14.0%	13.8%	19.1%

Source: www.lendingpatterns.com, 2020

5. AFFIRMATIVELY FURTHERING FAIR HOUSING

AB 686 passed in 2017 requires the inclusion in the Housing Element an analysis of barriers that restrict access to opportunity and a commitment to specific meaningful actions to affirmatively further fair housing. The bill states that if the public agency completes or revises an assessment of fair housing, the public agency may incorporate relevant portions of that assessment of fair housing into the Housing Element. In 2019-2020, the City of Santee collaborated with all other jurisdictions in San Diego County to prepare a Regional Analysis of Impediments (AI) to Fair Housing Choice, which was completed in July 2020. This section summarizes the some of the key findings of the study.

Fair Housing Trends and Services

The City of Santee contracts with CSA San Diego County to provide fair housing services. Between 2014 and 2018, 276 persons in Santee were served. In FY 2020, Santee conducted testing for housing discrimination based on national origin and race at two sites. The site tested for race showed differential treatment. Between 2014 and 2018, HUD received nine cases of fair housing complaints from Santee residents, with two-thirds of these cases involving discrimination based on disability. However, four of these complaints were determined to be not well-founded.

Access to Opportunities

While the Federal Affirmatively Furthering Fair Housing (AFFH) Rule has been repealed, the data and mapping developed by HUD for the purpose of preparing the Assessment of Fair Housing (AFH) can still be useful in informing communities about segregation in their jurisdiction and region, as well as disparities in access to opportunity. This section presents the HUD-developed index scores based on nationally available data sources to assess Santee residents' access to key opportunity assets. Table 27 provides index scores or values (the values range from 0 to 100) for the following opportunity indicator indices:

- **Low Poverty Index:** The low poverty index captures poverty in a given neighborhood. The poverty rate is determined at the census tract level. *The higher the score, the less exposure to poverty in a neighborhood.*
- **School Proficiency Index:** The school proficiency index uses school-level data on the performance of 4th grade students on state exams to describe which neighborhoods have

high-performing elementary schools nearby and which are near lower performing elementary schools. *The higher the score, the higher the school system quality is in a neighborhood.*

- **Labor Market Engagement Index:** The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. *The higher the score, the higher the labor force participation and human capital in a neighborhood.*
- **Transit Trips Index:** This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA)). *The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.*
- **Low Transportation Cost Index:** This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. *The higher the index, the lower the cost of transportation in that neighborhood.*
- **Jobs Proximity Index:** The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. *The higher the index value, the better the access to employment opportunities for residents in a neighborhood.*
- **Environmental Health Index:** The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. *Therefore, the higher the value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group.*

Within the City of Santee, there are no significant discrepancies in access to resources and opportunities among different race groups or among persons living above or below poverty, except for Blacks and Native Americans in terms of access to employment. However, these two groups represent very small percentages of the City's population.

Key Impediments

The 2020 Regional AI found the following regional impediments:

- Hispanics and Blacks continue to be under-represented in the homebuyer market and experienced large disparities in loan approval rates.
- Due to the geographic disparity in terms of rents, concentrations of Housing Choice Voucher use have occurred, with a high rate of voucher use in El Cajon and National City.
- Housing choices for special needs groups, especially persons with disabilities, are limited. Housing options for special needs groups, especially for seniors and persons with disabilities, are limited. Affordable programs and public housing projects have long waiting lists.

- Enforcement activities are limited. Fair housing services focus primarily on outreach and education; less emphasis is placed on enforcement. Fair housing testing should be conducted regularly.
- Fair housing outreach and education should expand to many media forms, not limited to traditional newspaper noticing or other print forms. Increasingly fewer people rely on the newspapers to receive information. Public notices and printed flyers are costly and ineffective means to reach the community at large.
- Patterns of racial and ethnic concentration are present within particular areas of the San Diego region. In San Diego County, 15.4 percent of residents indicated they spoke English “less than very well” and can be considered linguistically isolated.

In addition, various land use policies, zoning provisions, and development regulations may affect the range of housing choice available. Specifically for Santee, amendments to the Zoning Code to address the following are needed: accessory dwelling units, Low Barrier Navigation Centers (LBNC), emergency shelter capacity and parking standards, and transitional and supportive housing.

Specifically, AB 101 requires a Low Barrier Navigation Center (LBNC) be a use by right in areas zoned for mixed use and nonresidential zones permitting multifamily uses if it meets specified requirements, including: access to permanent housing, use of a coordinated entry system (i.e. Homeless Management Information System), and use of Housing First according to Welfare and Institutions Code section 8255. A LBNC is defined as a Housing First, low barrier, temporary, service-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing. Low barrier includes best practices to reduce barriers to entry, such as allowing partners, pets, storage of personal items, and privacy.

AB 2162 requires that supportive housing be allowed by right in zones where multifamily and mixed uses are permitted, including nonresidential zones that permit multifamily uses. Minimum parking requirements for units occupied by supportive housing residents are prohibited if the development is located within ½ mile of a public transit stop.

Furthermore, AB 139 requires that parking standards for emergency shelters for the homeless be established based on staffing level.

Table 27: Opportunity Indicators by Race/Ethnicity

City of Santee	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
Total Population							
White, Non-Hispanic	69.83	78.14	49.29	84.84	64.16	44.37	47.24
Black, Non-Hispanic	68.69	79.70	40.44	83.79	66.05	56.11	45.21
Hispanic	69.41	78.36	47.70	84.77	64.75	48.32	46.15
Asian or Pacific Islander, Non-Hispanic	69.90	79.62	47.36	84.22	64.42	49.78	46.20
Native American, Non-Hispanic	70.35	77.07	48.44	84.06	63.91	43.52	47.93
Population below federal poverty line							
White, Non-Hispanic	65.71	77.70	48.15	84.63	64.63	48.01	44.73
Black, Non-Hispanic	69.79	77.16	56.49	85.38	61.96	63.50	49.63
Hispanic	69.44	79.81	49.54	83.95	64.00	48.99	46.61
Asian or Pacific Islander, Non-Hispanic	75.16	74.24	55.79	86.75	66.23	50.10	46.26
Native American, Non-Hispanic	66.24	83.59	61.38	81.16	59.21	30.44	53.33

Note: American Community Survey Data are based on a sample and are subject to sampling variability.

Source: AFFHT Data Table 12; Note 1: Data Sources: Decennial Census; ACS; Great Schools; Common Core of Data; SABINS; LAI; LEHD; NATA

B. Governmental Constraints

Local policies and regulations can impact the price of housing and, in particular, affordable housing. Local policies and regulations may include land use controls, site improvement requirements, fees and exactions, permit processing procedures, and other issues. This section discusses potential governmental constraints to housing investment as well as measures to mitigate potential impacts.

1. LAND USE CONTROLS

The Land Use Element of the Santee General Plan sets forth policies for residential development. These land use policies, combined with zoning regulations, establish the amount and distribution of land to be allocated for different uses. Housing supply and costs are affected by the amount of land designated for residential use, the density at which residential development is permitted, and the standards that govern the character of development. This Housing Element update is for the State-required 6th cycle update that will cover the period beginning on April 15, 2021 and ending on April 15, 2029. An Urban Residential land use designation that permits 30 units per gross acre was added in 2010.

The Land Use Element provides for the following land use designations which allow for residential development:

- Hillside Limited (HL): 0-1 dwelling units per gross acre
- Low Density Residential (R-1): 1-2 dwelling units per gross acre
- Low Density Residential Alternative (R-1-A): 2-4 dwelling units per gross acre (1/4-acre lot minimum)
- Low-Medium Density Residential (R-2): 2-5 dwelling units per gross acre
- Medium Density Residential (R-7): 7-14 dwelling units per gross acre
- Medium High Density Residential (R-14): 14-22 dwelling units per gross acre
- High Density Residential (R-22): 22-30 dwelling units per gross acre
- Urban Residential (R-30): 30 dwelling units per gross acre

In addition to the above residential land use categories, the Town Center Specific Plan area, and the Planned Development District, designated in the General Plan and the Zoning Ordinance, allow residential uses. The Residential-Business District was added to the Zoning Code in 2003 and is consistent with the General Plan. This designation is intended to allow for a single-family residential use or a compatible low-intensity commercial and office use, or a combination of residential/nonresidential uses within existing residences and auxiliary structures. It is intended to encourage a mix of appropriate land uses within transitional neighborhoods that are adjacent to more intensive commercial, office and industrial areas.

The City's residential land use designations provide for the development of a wide range of housing types including single-family dwellings, mobile homes, townhomes, condominiums, accessory dwelling units, and multifamily units at various densities. In 2010, the City adopted the high density residential land use designation, R-30 Urban Residential with a Mixed Use Overlay. The R-30 designation is intended to provide land for development characterized by mid-rise apartment and condominium development that utilizes innovative site planning and building design to provide on-site recreational amenities and open space and be located in close proximity to major community

facilities, business centers and streets of a least major capacity and to be internally consistent. The Mixed Use Overlay for the R-30 designation provides an option for ground-floor commercial uses that promote a variety of services that are conveniently located for residents and the public. However, no development has occurred on the R-30 designation. As part of this Housing Element update, the City is revisiting this designation to provide a density range (e.g. 30 – 35 dwelling units per acre) to facilitate development in this designation.

Gillespie Field Airport Land Use Compatibility Plan (ALUCP)

The City of Santee is located within the Airport Influence Area (AIA) of Gillespie Field. State law requires each local agency having jurisdiction over land uses within the AIA to either: (1) modify its General Plan, zoning ordinance or other applicable land use regulation(s) to be consistent with the Airport Land Use Compatibility Plan (ALUCP); or (2) overrule all or part of the ALUCP within 180 days of adoption of the ALUCP. If the City of Santee fails to take either action, the City is required to submit all land use development proposals to the Airport Land Use Commission (ALUC) for consistency review until such time as the ALUC deems the City's General Plan consistent with the ALUCP.

At the present time, land use proposals within the AIA are subject to land use compatibility determinations by the ALUC. The City is responsible for submitting the Application for a Consistency Determination to the San Diego County Regional Airport Authority. Airport staff would review and make recommendations to the ALUC as to the appropriate determination. The ALUC must act upon an application for a determination of consistency with an ALUCP within 60 days of the ALUC deeming such application complete. The City may override an ALUC determination of inconsistency by a two-thirds vote of the City Council if it can make certain findings and provide a 45-day notice of the same to the ALUC and the California Department of Transportation (Caltrans) per Public Utilities Code Section 21676.5(a). Where possible conflict between the residential density provisions mandated by State law and Airport Safety Zones are identified with a specific land use proposal, the ALUCP density limitations shall apply unless overridden by the City Council. Since this process is not unique to the City of Santee, it does not constitute a distinct or unusual constraint. The Gillespie Field Airport Land Use Compatibility Plan was adopted on January 25, 2010, and is posted on the San Diego Regional Airport Authority's website.³

Approximately 54 acres of the residential sites inventory is located within the boundaries of the Gillespie Field ALUCP. Of this acreage, 33 acres fall within Safety Zone 6, which will not negatively affect residential density. The remaining 21 acres fall within Safety Zones 3 and 4. The City will override the Gillespie Field ALUCP on these residential sites as appropriate, and as necessary to ensure adequate sites are available during the planning period unless "no net loss" findings can be made (Section 6, Policy 5.7). Furthermore, the City will monitor development on sites identified in the Housing Element to comply with the "no net loss" requirement pursuant to Government Code Section 65863. Should an approval of development result in a reduction of capacity below the residential capacity needed to accommodate the remaining need, the City will identify and rezone sufficient sites to accommodate the shortfall and ensure "no net loss" in capacity to accommodate the RHNA.

³ http://www.san.org/sdcraa/airport_initiatives/land_use/adopted_docs.aspx

Town Center Specific Plan

In October 1986, the City of Santee completed a focused effort to plan for the development of property in its geographic core. The Town Center Specific Plan established guidelines for creating a people- and transit-oriented hub for commercial, civic and residential uses along the San Diego River.

Residential Business District

The Residential Business District (RB) designation allows for a single-family residential use or a compatible low-intensity commercial and office use, or a combination of residential/nonresidential uses within existing residences and auxiliary structures. It is intended to encourage a mix of appropriate land uses within transitional neighborhoods that are adjacent to more intensive commercial, office and industrial areas. This designation allows low intensity commercial and office uses that would not result in significant land use compatibility impacts, but that would be greater than otherwise permitted through home occupation regulation. Properties with the RB designation permit all uses allowed in the R-2 designation plus a list of “low-impact” office and commercial uses.

2. RESIDENTIAL DEVELOPMENT STANDARDS

The City’s Zoning Ordinance implements the General Plan. It contains development standards for each zoning district consistent with the land use designations of the General Plan. Santee’s Zoning Ordinance provides for the following residential districts:

- ***Hillside/Limited Residential (HL)*** -- (0-1 dwelling units/gross acre): This designation is intended for residential development in areas that exhibit steep slopes, rugged topography and limited access. Residential uses are characterized by rural large estate lots with significant permanent open space area, consistent with the constraints of slope gradient, soil and geotechnical hazards, access, availability of public services and other environmental concerns.
- ***Low Density Residential (R-1)*** -- (1-2 dwelling units/gross acre): This designation is intended for residential development characterized by single-family homes on one-half acre lots or larger that is responsive to the natural terrain and minimizes grading requirements. The intent of this designation is to provide development of a semi-rural character through the use of varying setbacks and dwelling unit placement on individual parcels.
- ***Low-Density Residential Alternative (R-1-A)*** -- (2-4 dwelling units/gross acre): This designation is intended for residential development characterized by single-family homes on one-quarter acre lots or larger which provide a transitional option between the R-2 (6,000 square foot lot) and the larger R-1 (20,000 square foot lot) zones.
- ***Low-Medium Density Residential (R-2)*** -- (2-5 dwelling units/gross acre): This designation is intended for residential development characterized by single-family homes in standard subdivision form. It is normally expected that the usable pad area within this designation will be a minimum of 6,000 square feet.

- **Medium Density Residential (R-7)** -- (7-14 dwelling units/gross acre): This designation is intended for a wide range of residential development types including attached and detached single-family units at the lower end of the density range and multifamily attached units at the higher end of the density range. Areas developed under this designation should exhibit adequate access to streets of at least collector capacity and be conveniently serviced by neighborhood commercial and recreational facilities.
- **Medium High Density Residential (R-14)** -- (14-22 dwelling units/gross acre): This designation is intended for residential development characterized at the lower end of the density range by multifamily attached units and at the upper end of the density range by apartment and condominium buildings. It is intended that this category utilize innovative site planning, provide on-site recreational amenities and be located in close proximity to major community facilities, business centers and streets of at least major capacity.
- **High Density Residential (R-22)** -- (22-30 dwelling units/gross acre): This designation is intended for residential development characterized by mid-rise apartment and condominium buildings characteristic of urban high density development in close proximity to community facilities and services, public transit services, and major streets. It is intended that this category utilize innovative site planning and building design to provide on-site recreational amenities and open space.
- **Urban Residential (R-30)** -- (30 dwelling units/gross acre): This designation is intended for residential development characterized by mid-rise apartment and condominium development typical of urban development at higher densities than R-22. This designation is intended for architecturally designed residential development, up to four stories, with parking facilities integrated in the building design. Areas developed under this designation would be located in close proximity to major community facilities, commercial and business centers and streets of at least major capacity. Development amenities would include on-site business centers, fitness and community rooms, and indoor and outdoor recreation facilities. Site design would implement pedestrian-friendly design concepts, including separated sidewalks, landscaped parkways, traffic calming measures, and enhanced access to transit facilities and services. Measures that reduce energy and water consumption are required.

Santee's Zoning Ordinance establishes residential development standards for each zone to ensure quality of development in the community. Site Development Criteria as specified in Section 13.10.040 of the Zoning Ordinance are presented in Table 28.

Table 28: Basic Residential Development Standards

Characteristic of Lot, Location & Height	HL	R-1	R-1-A	R-2	R-7	R-14	R-22	R-30
Minimum Net Lot Area (square feet)	Avg. 40,000 Min. 30,000	Avg. 20,000 Min. 15,000	Avg. 10,000 Min. 8,000	6,000	none			
Density Ranges (du/gross acre)	0-1	1-2	2-4	2-5	7-14	14-22	22-30	30 (no range)
Minimum Lot Dimensions (width/depth)	150 ¹ / 150'	100 ¹ / 100'	80 ¹ / 100'	60 ¹ / 90'	none			
Minimum Flag Lot Frontage	20'				36'			
Maximum Lot Coverage	25%	30%	35%	40%	55%	60%	70%	75%
Setbacks ²								
Front ³	30'	20'	20'	20'	20'	10'	10'	10'
Exterior side yard	15'	15'	15'	10'	10'	10'	10'	10'
Interior side yard	10'	10'	8'	5'	10'	10'	10'	10' or 15 ⁴
Rear	35'	25'	25'	20'	10'	10'	10'	10' or 15 ⁴
Maximum Height	35' (three stories)					45' (3 stories)	55' (4 stories)	55' (4 stories)
Private Open Space (sq. ft. per unit)	--	--	--	--	100	100	60	60
Parking Requirements (off-street)	2 spaces in a garage (all single-family, detached homes)				<p>The following applies to multifamily, townhomes, duplexes, zero lot line, etc.</p> <p>Resident spaces:</p> <p><u>Studio & One-bedroom unit:</u> 1.5 spaces/unit, with 1/unit in a garage or carport</p> <p>R-30 zone: 1 space/unit</p> <p><u>Two or more bedroom unit:</u> 2 spaces/unit, With 1/unit in a garage or carport</p> <p>plus, Guest Spaces:</p> <p>1 space/4 units R-30 Zone: 1 space/10 units</p>			

Source: City of Santee, October 2019.

Notes: ¹For lots located on cul-de-sacs and knuckles, see SMC Zoning Ordinance Table 13.10.040.A, note 1.

²All Setbacks are measured in feet from the property line, not a street, sidewalk, or fence line.

³Setbacks adjacent to Major, Prime or Collector roads may be greater (SMC Table 13.10.040.B).

⁴15 feet when abutting a single-family residential zone and buildings exceed 35 feet (two stories).

Lot Standards

The minimum lot sizes for residential lots in Santee range from 6,000 for the R-2 zone, 8,000 for the R-1-A zone, 15,000 for the R-1 zone, to 30,000 for Hillside/Limited Residential (HL) zone. Minimum lot widths range from 60' for the R-2 zone, 80' for the R-1-A zone, 100' for the R-1 zone, and 150' for the HL zone. There are no minimum lot sizes or minimum lot widths for the R-7, R-14, R-22 or R-30 zones. These minimum lot size standards are typical, cover the majority of the City, and do not constrain residential development.

Lot Coverage

The Zoning Ordinance establishes a range of maximum lot coverage, by zone. The largest hillside lots have the smallest maximum lot coverage at 25 percent. Maximum lot coverage for the R-1, R-1-A, and R-2 zones increase by 5, or 30, 35, and 40 percent respectively. The zones which permit greater density also permit greater maximum lot coverage: R-7 permits 55 percent maximum lot coverage, R-14 permits 60 percent, R-22 permits 70 percent, and R-30 permits 75 percent maximum lot coverage. The City's lot coverage standards are typical and the larger the lot, the more feasible to achieve the maximum allowable density.

Yard Setbacks

All residential zones have a 10' – 20' front setback, with the exception of the Hillside/Limited Residential zone which has a 30' front setback. Side yard setbacks typically range from 15' – 25', and typical rear yard setbacks range from 10' to 25'. Again, the Hillside/Limited Residential zone has a larger rear yard setback at 35'. These setbacks are intended to provide a safe and visually cohesive aesthetic to the residential development throughout the city.

Height Limits

Santee allows building heights up to 35' or three stories in most residential zones in the City. The R-14 residential zone allows heights of up to 45', or three stories, and the R-22 and R-30 zones allow heights of up to 55', or four stories. The three and four-story height limits allow the achievement of higher densities in the R-14 and R-22 residential zones.

Parking Standards

In addition to the development standards above, Santee requires a certain number of parking spaces to be provided for each new residential unit. The Santee Zoning Code requires two parking spaces in a garage for all single-family residential zones, including in HL, R-1, R-1-A, and R-2. Parking standards for the multi-family zones are established primarily by the number of bedrooms in the dwelling unit. For Studio and one-bedroom units, 1.5 spaces/unit with 1/unit in a garage or carport are required. For two or more bedroom units, 2 spaces/unit are required with 1/unit in a garage or carport. Guest spaces are required at 1 space/4 units. The R-30 Zone allows for reduced resident and guest parking. Santee's parking requirements are designed to accommodate vehicle ownership rates associated with different residential uses. The cost associated with parking construction (particularly covered parking) can be viewed as a constraint to affordable housing development, particularly for multifamily housing. Santee complies with the State Density Bonus provisions for senior and affordable housing, and consistent with State law, provides additional reductions in parking requirements if the project is located close to public transportation. In addition, as part of the adoption of the Art & Entertainment District Overlay in the City's Town Center, parking requirements have been reduced.

3. FLEXIBILITY FROM DEVELOPMENT STANDARDS

Santee provides several mechanisms to maintain flexibility in development standards. This flexibility is an important means to address limitations inherent at a specific site (e.g., topographic, geographic, physical, or otherwise), as well as provide a means to address other important goals and objectives of the City Council, such as providing affordable housing for all income groups.

Planned Development District

The Planned Development District is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high quality development in a manner which may not be possible under standard land use designations and their corresponding zones. This designation provides for mixed-use development potential including employment parks, commercial, recreational and various densities of residential development pursuant to a development plan and entitlements being approved by the City Council. More specifically, single family dwellings, single family attached units and multi-family are all permitted uses in the Planned Development District, with approval of a Development Review Permit.

Variance and Minor Exception

The purpose of a variance is to provide flexibility from the strict application of development standards when special circumstances pertaining to the property such as size, shape, topography, or location deprives such property of privileges enjoyed by other property in the vicinity and in the same district, consistent with the objectives of the development code.

The purpose of a minor exception is to provide flexibility necessary to achieve the objectives of the development code. Selected site development regulations and applicable off-street parking requirements are subject to administrative review and adjustment in those circumstances where such adjustment will be compatible with adjoining uses or is necessary to provide reasonable accommodation for persons with disabilities, and consistent with state or federal law, and consistent with the goals and objectives of the general plan and the intent of the code.

Density Bonus Ordinance

On June 12, 2019, the City of Santee updated the City's Density Bonus Ordinance. The substance of the density bonus program was removed from the municipal code because the program is governed by state law, that is explicitly applicable to charter cities, such as Santee. Revisions refer to state law to avoid the need to modify the code in response to each state law amendment. The Density Bonus Ordinance provides incentives to developers for the production of housing affordable to lower income households, moderate income households and senior citizens. However, new changes to the density bonus law passed in 2019 and 2020 may necessitate a review of the City's Density Bonus Ordinance to ensure continued compliance with State law.

4. PROVISIONS FOR A VARIETY OF HOUSING TYPES

Housing Element law specifies that jurisdictions must identify sites to be made available through appropriate zoning and implement development standards to encourage and facilitate the development of housing for all economic segments of the community. This includes single-family units, multifamily units, accessory dwelling units, manufactured housing, mobile home parks, residential care facilities, transitional and supportive housing, single-room occupancy (SRO) buildings, farm worker housing, and housing for the homeless. Santee provides for a wide range of housing types throughout the community. Table 29 summarizes the housing types permitted in each of the City’s primary residential zones. Each residential use is designated by a letter denoting whether the use is permitted by right (P), requires a Conditional Use Permit (CUP), or is not permitted (--).

Table 29 : Use Regulations in Residential Districts									
USES	HL	R-1	R-1-A	R-2	R-7	R-14	R-22	R-30	IG
Single-family Dwellings	P	P	P	P	P	--	--	--	--
Multifamily Dwellings	--	--	--	--	P	P	P	P	--
Manufactured Housing	P	P	P	P	P	P*	P*	--	--
Mobile Home Parks	CUP	CUP	CUP	CUP	CUP	CUP	CUP	--	--
Accessory Dwelling Units	P	P	P	P	P	P	P	P	--
Residential Care Facilities									
-Accessory Use: 6 or fewer	P	P	P	P	P	P	P	P	--
-Non-Accessory Use: 7 or more	--	--	--	CUP	CUP	CUP	CUP	CUP	--
Transitional and Supportive Housing	P	P	P	P	P	P	P	P	--
Single Room Occupancy (SRO)	--	--	--	--	P	P	P	P	--
Emergency Shelters	--	--	--	--	--	--	--	--	P
Source: City of Santee Municipal Code, 2020. Notes: P = Permitted; CUP = Conditional Use Permit. *Permitted within a mobile home park.									

Single-family Dwellings

Single-family homes are allowed in the following residential zones: Hillside/Limited (HL), Low Density (R-1), Low-Alternative (R-1A), Low-Medium Density (R-2), and Medium Density (R-7). The HL zone allows up to one dwelling unit /gross acre. It is intended for areas with steep slopes, rugged topography and limited access. Parcels zoned HL are found in the northern part of the City, and also in the southwest and southeast corners of the City. The R-1 zone permits 1 - 2 dwelling units/acre, intended for residential development on one-half acre lots or larger. Parcels zoned R-1 can be found in the north, southwest and eastern and southeastern areas of the City. The R-1A zone permits 2 - 4 dwelling units/acre. Lot sizes are 10,000 square feet or larger. This designation is intended to provide a transition between areas of denser development in the R-2 designation, and lower density larger lot size development in the R-1 and HL land use designations.

R-2 allows 2 - 5 dwelling units per acre and is intended for single-family homes in standard subdivision form characterized by lots of a minimum of 6,000 square feet. It covers the largest portion of the City planned for residential uses and is typically found on level terrain. R-7 is medium density residential zone that allows 7 – 14 units/acre. The R-7 zone is intended for a wide range of

residential development including attached and detached single-family units at the lower end of the density range. Areas developed under this zone should be close to streets of at least collector size, and should be conveniently served by neighborhood commercial and recreational facilities.

Multifamily Units

Multifamily units are dwellings that are part of a structure containing one or more other dwelling units, or a non-residential use. An example of the latter is a mixed-use project where, for example, one or more dwelling units are part of a structure that also contains one or more commercial uses (retail, office, etc.). Multifamily dwellings include: duplexes, triplexes, fourplexes (buildings under one ownership with two, three or four dwelling units, respectively, in the same structure), apartments (five or more units under one ownership in a single building); condominiums, townhouse development (three or more attached dwellings where no unit is located over another unit), and other building types containing multiple dwelling units (for example, courtyard housing, rowhouses, stacked flats, etc.).

Multifamily Units are allowed in the upper density range of the Medium Density (R-7) zone, and in the Medium High Density (R-14), High Density (R-22), and Urban Residential (R-30) zone. The R-7 zone permits up to 14 units per gross acre while up to 22 units per gross acre are permitted in the R-14 zone. Up to 30 units per gross acre are permitted in the R-22 zone and the density for the R-30 zone is 30 units per gross acre.

Accessory Dwelling Units

An accessory dwelling unit (ADU) is an attached or a detached residential dwelling unit that provides permanent provisions for living, sleeping, eating, cooking and sanitation complete independent living facilities for one or more persons, is located on a lot with an existing or proposed main house, and includes an entrance separate from the main house. An ADU can include a manufactured home.

A junior accessory dwelling unit (JADU) is a residential unit, no more than 500 square feet in size, that has an efficiency kitchen, is contained entirely within an existing or proposed single-family main house or attached garage, and has a separate entrance. It can either have its own bathroom or share with the main house. An efficiency kitchen is a kitchen that contains the following: (a) a cooking facility with appliances; (b) a food prep counter(s) with at least 15 square feet in area; and (c) food storage cabinets totaling at least 30 square feet of shelf space. ADUs and JADUs may be an alternative source of affordable housing for lower income households and seniors.

The City updated its ADU/JADU guidelines in 2019 to comply with changes in state law. ADUs/JADUs are only permitted on lots zoned Residential, and in some circumstances Mixed Use zones. ADUs/JADUs meeting certain criteria can apply for a building permit only. All other ADUs must first go through a separate ministerial ADU Permit process, prior to submitting for a building permit, to ensure it conforms to the development standards contained in Section 13.10.045 of the Zoning Code.

As a measure to increase the supply of affordable housing, the City of Santee took action to waive Development Impact Fees for the construction of ADUs for a five-year period, effective September 2019. ADUs can provide needed affordable housing for residents of Santee and can also meet the

need for multi-generational housing. The City believes that the waiving of Development Impact Fees will spur the construction of additional ADUs in Santee.

Manufactured Housing/Mobile Home Parks

Manufactured housing and mobile homes offer an affordable housing option to many low and moderate income households. According to the California Department of Finance, there were 2,336 mobile homes in the City in January 2020. The City permits manufactured housing placed on a permanent foundation in all residential zones that allow single-family housing and within mobile home parks in accordance with the Santee Zoning Ordinance.

The Zoning Ordinance also contains a Mobile Home Park Overlay District to accommodate mobile home parks in the City. According to Section 13.22.030, the Mobile Home Park Overlay District may be applied in combination with any other residential district with the approval of a Conditional Use Permit (CUP). The Overlay District establishes specific development standards for a mobile home park and is applied over the base residential district. A Mobile Home Park Overlay district is indicated on the zoning district map by the letters "MHP."

Residential Care Facilities

Residential care facilities can be described as any State-licensed family home, group care facility or similar facility for 24-hour non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living. In accordance with State law, Santee permits residential care facilities serving six or fewer persons within all residential zones, subject to the same development review and permit processing procedures as traditional single-family or multifamily housing. Residential care facilities serving more than six persons are permitted with approval of a CUP within the R-2, R-7, R-14, R-22, and R-30 zones. Potential conditions for approval may include hours of operation, security, loading requirements, and management. Conditions would be similar to those for other similar uses in the same zones and would not serve to constrain the development of such facilities. Occupancy standards for residential care facilities are the same as occupancy standards for all other residential uses. The City has not adopted a spacing requirement for residential care facilities.

Transitional and Supportive Housing

The Zoning Ordinance definition for “transitional housing” references the State’s definition contained in Health and Safety Code Section 50675.2, which defines “transitional housing” and “transitional housing development” as “buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.”

The definition for “supportive housing” in the Zoning Ordinance also references the State’s definition contained in Health and Safety Code Section 50675.14(b), which defines the use as “housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.” “Target population” is defined in the same subsection of the Health and Safety Code Section as “persons, including persons with disabilities, and families who are ‘homeless,’ as that term is defined by Section 11302 of Title 42 of the United States Code, or who are ‘homeless

youth,' as that term is defined by paragraph (2) of subdivision (e) of Section 12957 of the Government Code.”

The City permits transitional and supportive housing that meets applicable Health and Safety Code definitions in all residential zones, consistent with State law. The same development standards and permit process that applies to single-family or multifamily housing applies to transitional and supportive housing.

AB 2162 (September 2018) and AB 2988 (May 2020) require that supportive housing meeting specific criteria to be permitted by right in zones where multi-family and mixed-use developments are permitted. Specific criteria include the size of the project and percentage set aside for target population, and specified amount of floor area for supportive services, among others. The Santee Zoning Code will be amended to include the requirements of AB 2162 and AB 2988.

Single Room Occupancy Buildings

SRO buildings are defined in the Santee Zoning Ordinance as “a building providing single-room units for one or more persons with or without shared kitchen and bath facilities, including efficiency units per Health and Safety Code Section 17958.1.” SRO buildings are considered suitable to accommodate the housing needs of extremely low income households. This housing type is permitted in all multifamily zones, subject to all Municipal Code and other standards applicable to any new multifamily residential building, including, but not limited to, density, height, setback, on-site parking, lot coverage, development review, compliance with the California Building Code, building fees, charges and other requirements generally applicable to a proposed multifamily development in the Zone District in which a property is located.

Farm Worker and Employee Housing

The California Employee Housing Act requires that housing for six or fewer employees be treated as a regular residential use. The City’s Zoning Code was updated in 2019 to add Agricultural Employee Housing. This housing, as defined in Section 13.04.140, is allowed in residential districts pursuant to Health and Safety Code Sections 17021.5 and 17021.6 and is subject to regulations that apply to other residential dwelling of the same type in the same zone.

Emergency Shelters

The Zoning Ordinance definition for “emergency shelter” references the State’s definition contained in Health and Safety Code Section 50801(e), which defines the use as “housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.” Although no emergency shelters are currently located within Santee, these facilities are permitted and without discretionary review on more than seven acres on eight parcels on Woodside Avenue within the General Industrial “IG” zone.

- Vacant or underutilized parcels within the IG zone are presented in the Appendix. These parcels are considered underutilized because they are currently vacant or being used for outdoor storage or fleet storage with limited or no site improvements. The undeveloped and underutilized IG-zoned parcels could accommodate an emergency shelter to accommodate at least 25 homeless individuals (which represents the number of identified unsheltered homeless population in Santee as of 2020 by the Regional Task Force on the Homeless) and

at least one year-round emergency shelter. The IG zone is suitable for emergency shelters because shelters are compatible with a range of uses that are common in suburban communities and allowed in the IG zone (e.g., motels/hotels, office buildings, religious institutions, athletic or health clubs, public buildings, educational facilities, etc.);

- The IG-zoned parcels on Woodside Avenue are located approximately one mile from public bus service that connects to regional transit, including trolley service;
- Existing uses in the IG zone are primarily light industrial, warehousing, and office uses – no heavy industrial uses are present; and
- The parcels are not known to be constrained by the presence of hazardous materials either on or adjacent to the properties.

Emergency shelters are subject to ministerial Development Review Permit approval. The following specific and objective development standards are established in the Municipal Code and apply to emergency shelters:

- An emergency shelter shall not be located within three hundred feet of another shelter; and
- The agency or organization operating the shelter shall submit a Facility Management Plan containing facility information, including the number of persons who can be served nightly, the size and location of onsite waiting and intake areas, the provision of onsite management, exterior lighting details, and onsite security during hours of operation.

AB 139 changes the way local governments can regulate parking requirements for emergency shelters. Parking requirements can be set to be adequate for shelter staff, but the overall parking requirements for shelters may not exceed the requirements for residential and commercial uses in the same zone. The Santee Zoning Code will be amended to include these requirements.

4. HOUSING FOR PERSONS WITH DISABILITIES

Both the federal Fair Housing Amendment Act (FHAA) and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e. modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling.

The City conducted an analysis of the Zoning Ordinance as part of this Housing Element update, permitting procedures, development standards, and building codes to identify potential constraints for housing for persons with disabilities. The City's policies and regulations regarding housing for persons with disabilities are described below.

Zoning and Land Use

Under State Lanterman Developmental Disabilities Services Act (aka Lanterman Act), small State-licensed residential care facilities for six or fewer persons must be treated as regular residential uses and permitted in all residential districts; Santee is compliant with the Lanterman Act. The Land Use Element and Zoning Ordinance provide for the development of multifamily housing in the R-7, R-14, R-22, and R-30 zones. Traditional multifamily housing for persons with special needs, such as apartments for seniors and the disabled, are considered regular residential uses permitted in these zones. The City's land use policies and zoning provisions do not constrain the development of such housing. State-licensed residential care facilities for more than six persons are conditionally permitted in the R-2, R-7, R-14, R-22, and R-30 zones. Potential conditions for approval may include hours of operation, security, loading requirements, and management. Conditions would be similar to those for other similar uses in the same zones and would not serve to unduly constrain the development of residential care facilities for more than six persons. Occupancy standards for residential care facilities are the same as occupancy standards for all other residential uses. The City has not adopted a spacing requirement for residential care facilities.

The Santee Zoning Code includes provisions for transitional and supportive housing. These facilities may serve persons with disabilities. Consistent with State law, transitional and supportive housing facilities as defined in the Health and Safety Code are permitted in all residential zones.

The City also accommodates persons with disabilities in group care facilities. Group care facilities serve mentally disabled, mentally disordered or otherwise handicapped persons regardless of whether they are living together as a single household unit. These facilities are separate from State-licensed residential care facilities and require approval of a CUP in all residential zones. Group care facilities are subject to the same review process, approval criteria, and findings as all other uses that require a CUP, including large residential care facilities.

It may also be reasonable to accommodate requests from persons with disabilities to waive a setback requirement or other standard of the zoning ordinance to ensure that homes are accessible for the mobility impaired. Whether a particular modification is reasonable depends on the circumstances, and must be decided on a case-by-case basis. Consistent with the State's model Reasonable Accommodation Ordinance, the Santee Zoning Code includes a ministerial procedure for handling requests for reasonable accommodation. When a request for reasonable accommodation is filed with the Department of Development Services, it is referred to the Development Services Director (Director) for review and consideration. The Director must consider the following criteria when determining whether a requested accommodation is reasonable:

1. The Applicant making the request for reasonable accommodation is an individual protected under the Federal Fair Housing Amendments Act of 1988.
2. The accommodation is necessary to make a specific dwelling unit(s) available to an individual protected under the Federal Fair Housing Amendments Act of 1988.
3. The requested accommodation would not impose an undue financial or administrative burden on the City.
4. The requested accommodation would not require a fundamental alteration in the nature of a program, policy, and/or procedure.

If necessary to reach a determination on the request for reasonable accommodation, the Director may request further information from the applicant consistent with the Federal Fair Housing Amendments Act of 1988, specifying in detail what information is required. Not more than 30 days after receiving a written request for reasonable accommodation, the Ordinance requires the Director to issue a written determination on the request. In the event that the Director requests further information pursuant to the paragraph above, this 30-day period is suspended. Once the Applicant provides a complete response to the request, a new 30-day period begins.

Building Codes

The City enforces Title 24 of the California Code of Regulations that regulates the access and adaptability of buildings to accommodate persons with disabilities. No unique restrictions are in place that would constrain the development of housing for persons with disabilities. Compliance with provisions of the Code of Regulations, California Building Standards Code, and federal Americans with Disabilities Act (ADA) is assessed and enforced by the Building Services Division of the Department of Development Services as a part of the building permit submittal.

Government Code Section 12955.1(b) requires that 10 percent of the total dwelling units in multifamily buildings without elevators consisting of three or more rental units or four or more condominium units are subject to the following building standards for persons with disabilities:

1. The primary entry to the dwelling unit shall be on an accessible route unless exempted by site impracticality tests.
2. At least one powder room or bathroom shall be located on the primary entry level served by an accessible route.
3. All rooms or spaces located on the primary entry level shall be served by an accessible route. Rooms and spaces located on the primary entry level and subject to this chapter may include but are not limited to kitchens, powder rooms, bathrooms, living rooms, bedrooms, or hallways.
4. Common use areas shall be accessible.
5. If common tenant parking is provided, accessible parking spaces are required.

Permit Processing

Requests for reasonable accommodation with regard to zoning, permit processing, and building codes are reviewed and processed by the Building Services Division of the Department of Development Services within 30 days of receipt and without the requirement for payment of a fee. The reasonable accommodation procedures are based on the State's model ordinance, and they clearly state how to apply for and obtain reasonable accommodation; therefore, they do not represent a constraint on the development or improvement or housing for persons with disabilities.

Definition of Family

A "family" is defined in the Santee Zoning Ordinance as one or more individuals living together as a single household unit. The City's Ordinance does not regulate residency by discriminating between biologically related and unrelated persons nor does it regulate or enforce the number of persons constituting a family. In conclusion, Santee's definition of "family" does not restrict access to housing for persons with disabilities.

Conclusion

The City fully complies with ADA requirements and provides reasonable accommodation for housing intended for persons with disabilities on a case-by-case basis.

6. DEVELOPMENT PERMIT PROCEDURES AND PROCESSING TIMES

The evaluation and review process required by local jurisdictions often contributes to the cost of housing in that holding costs incurred by developers are ultimately reflected in the units selling price. Santee's development review process is designed to encourage site and architectural development, which exemplify the best professional design practices. The Development Review Permit process helps ensure that each new project achieves the intent and purpose of the General Plan land use designation and zone in which the project is located. Together, the following figures and tables show the type of approvals required for the most common types of residential development as well as the reviewing authority.

Residential projects subject to the Development Review process follow two distinct review paths, depending on the scope of the project. The City Council reviews larger projects during a noticed public hearing. The City Council functions as the Planning Commission and therefore approval of applications in Santee is not subject to two discretionary bodies. This streamlined review process saves a considerable amount of time when compared to processes of many other jurisdictions that require separate Planning Commission and City Council approval of large residential projects. Other projects are reviewed by the Director. A summary of the two review processes are listed below.

Director Review	City Council Review
1) New construction on vacant property	1) Any multi-family residential project
2) One or more structural additions or new buildings, either with a total floor area of one thousand square feet or more.	2) Any single family residential project where a tentative map or tentative subdivision map is required.
3) Construction of an accessory dwelling unit.	3) The conversion of residential, commercial or industrial buildings to condominiums.
4) Reconstruction or alteration of existing buildings on sites when the alteration significantly affects the exterior appearance of the building or traffic circulation of the site.	
5) Development in the Hillside Overlay zone.	

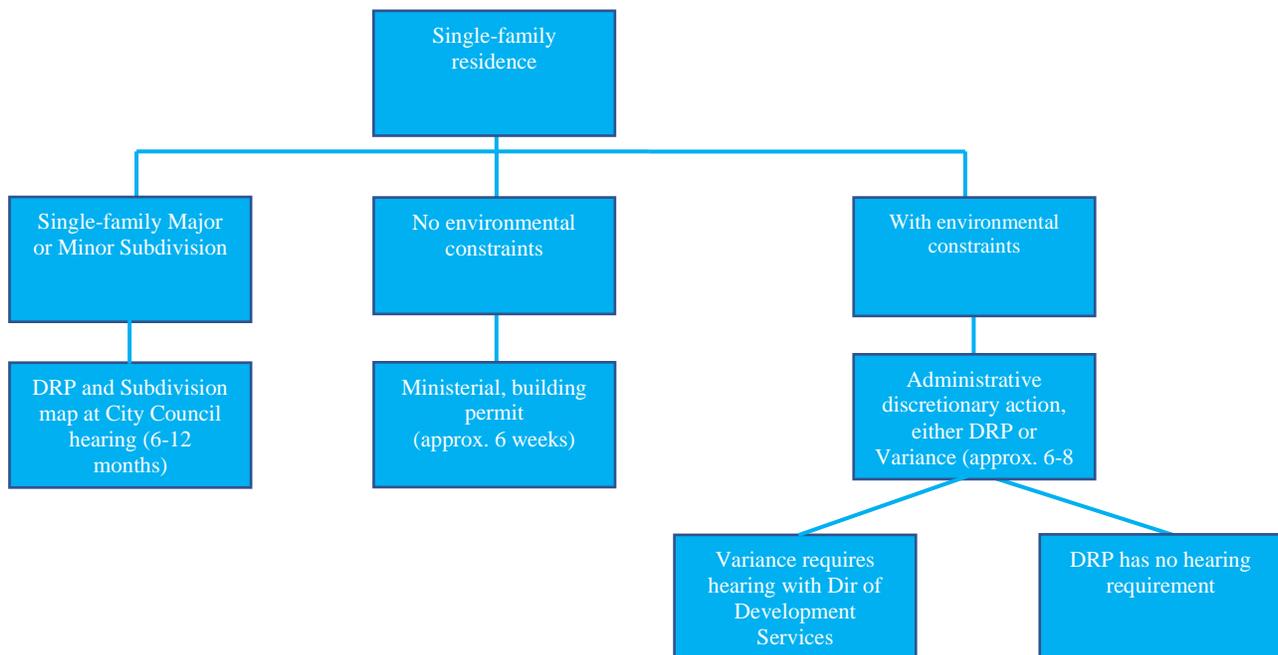
A single-family dwelling, on an existing parcel located in a zone that permits single-family residential development (HL, R-1, R-1-A, R-2, and R-7 zones) that does not contain environmental constraints such as any natural slopes greater than 10 percent and is not located in a biological resource area, on a ridgeline, or in a similar type of visually prominent location, is subject to a building permit to ensure compliance with zoning regulations and the building and fire codes. Approval of a building permit for a single-family dwelling meeting these criteria is ministerial. Processing time is approximately six weeks, but highly dependent on the quality of the initial submittal.

If the proposed single-family project does not conform to the development regulations of the zone or does not meet the above criteria, it requires an administrative discretionary action. Examples of an administrative discretionary approval include an administrative Development Review Permit (DRP) or Variance. An administrative Variance requires a public hearing before the Director while

an administrative Development Review Permit does not. Approval is based on findings as outlined in the zoning regulations. Processing time for a hearing before the Director or non-hearing decision is approximately six weeks, but may extend to two months or more when processing involves compliance with the California Environmental Quality Act (CEQA).

A single-family project, which includes a minor or major subdivision, requires approval of a Development Review Permit and subdivision map by the City Council at a public hearing. The basis for approval is consistency with the General Plan, Zoning Ordinance, and subdivision regulations. The length of time required to process a subdivision map is variable, based on the size and complexity of the project. In most cases, the approval process can be completed in six months to a year.

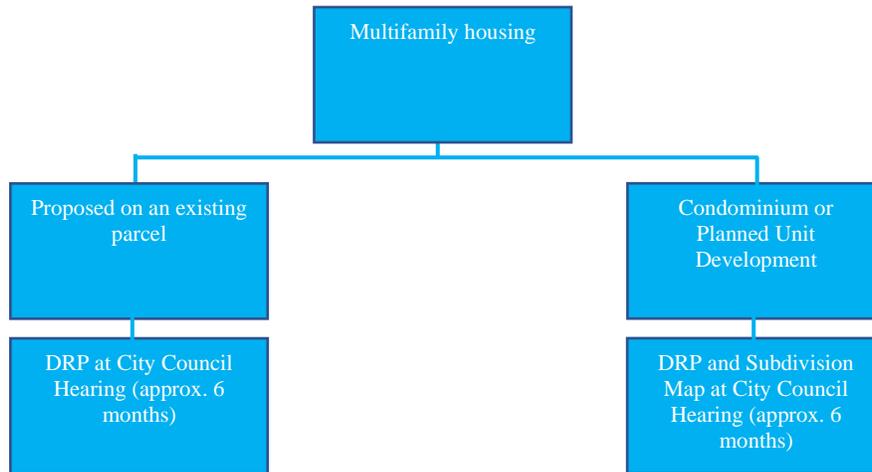
Figure 8: Permitting process for single-family detached housing



Multifamily housing on an existing parcel in any multi-family residential zone (R-7, R-14, R-22, and R-30) is subject to a discretionary City Council approval of a Development Review Permit. Processing time is approximately six months, but varies on the size of the project and quality of the initial submittal.

If the multifamily housing is proposed as a condominium, or planned unit development, the approval process also includes a subdivision map. The subdivision map and Development Review Permit are processed concurrently. Processing time is approximately six months and the project is also subject to discretionary review by the City Council.

Figure 9: Permit process for multifamily housing



Design considerations for all residential projects

The Development Review Permit (DRP) process stipulates that the following items should be evaluated when designing a project:

- Relationship of building and site to surrounding area
 - Evaluate the project’s fringe effects on adjacent parcels
 - Evaluate the project’s proximity to transportation (including active) facilities
 - Evaluate the project’s relationship to the surrounding area
- Site design
 - Setbacks
 - Evaluate building placement for adequate ventilation
 - Consider topography and other on-site natural features in the design
 - Evaluate pedestrian and vehicle circulation
- Landscaping
 - Choose plant palette to ensure water efficiency
 - Approved street trees
- Grading
 - Lessen proposed grading
- Signs
 - On site plan plot all proposed free-standing signs
 - Provide details for all free standing signs
- Lighting
 - Provide sufficient lighting for the proposed use
 - Keep all site lighting facing downward to minimize impacts on neighbors
- Architectural design
 - Visual relief from long elevations through wall plane offsets
 - Use of colors and materials
 - Variations in vertical setbacks to reduce mass of larger buildings

Pre-Application process for projects that require City Council review

Single-family major and minor subdivisions and multifamily housing proposals typically go through a Pre-Application. The Pre-Application process is designed to identify issues which may impact the design of the project early in the approval process. The process entails submitting a Pre-Application, supporting documents, and the Pre-Application fee. Approximately four weeks from the date of the submittal, a Design Conference (pre-application meeting), is held at City Hall to provide the applicant the opportunity to meet with the reviewing City staff. This early identification of issues is intended to limit possible delays and plan revisions.

Table 31: Approval Required								
Housing Type	HL	R-1	R-1-A	R-2	R-7	R-14	R-22	R-30
Single-family detached	Permitted by right					Not permitted		
Single-family attached	Not permitted				Permitted by right	Not permitted		
Single-family major and minor subdivisions	Not permitted	DRP and Subdivision map required			Not Permitted	Not permitted		
Multifamily	Not permitted				DRP required			

Variances

The City of Santee has a process to offer variances to provide flexibility from the strict application of development standards when special circumstances pertaining to a property such as size, shape, topography, or location deprives the property of privileges enjoyed by other properties in the vicinity and in the same district, consistent with the objectives of the development code. Any variance granted is subject to such conditions as will assure that the authorized adjustment does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and district in which the property is situated.

For residential development, the Director is authorized to grant variances with respect to development standards such as, but not limited to, fences, walls, hedges, screening, and landscaping; site area, width, and depth; setbacks; lot coverage; height of structures; usable open space; performance standards; and to impose reasonable conditions. Conditions may include, but shall not be limited to, requirements for setbacks, open spaces, buffers, fences, walls, and screening; requirements for installation and maintenance of landscaping and erosion control measures and other improvements, requirements for street improvements and dedications, regulation of vehicular ingress and egress, and traffic circulation; establishment of development schedules or time limits for performance or completion; requirements for periodical review by the Director; and such other conditions as the Director may deem necessary to ensure compatibility with surrounding uses, to preserve the public health, safety, and welfare, and to enable the Director to make the findings outlined in the paragraph below. Variances may be granted in conjunction with conditional use permits and development review permits. Such variances do not require a separate application or a separate public hearing.

An application for a variance is filed with the Department in a form prescribed by the Director, who holds a public hearing on each application. Before granting a variance, the Director must make the following findings:

1. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the General Plan and intent of the Zoning code;
2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zoning district;
3. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district; and
4. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same district, and will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The review and approval of a variance typically requires 6 months.

Conditional Use Permits and Minor Conditional Use Permits

The purpose of the regulations for the City of Santee that govern conditional use permits and minor conditional use permits are to provide for flexibility when special circumstances exist, regulate uses that have the potential to adversely affect adjacent properties, ensure land use consistency with the General Plan, and promote a visually attractive community. An application for a conditional use permit or minor conditional use permit is filed with the Development Services Department. Conditional use permits are approved by the City Council, and minor conditional use permits are approved by the Director, following a public hearing with the appropriate body. The conditional use permit and minor conditional use permit processes are intended to afford an opportunity for broad public review and evaluation of these requirements and characteristics, to provide adequate mitigation of any potentially adverse impacts, and to ensure that all site development regulations and performance standards are provided in accordance with the zoning ordinance. Generally, review and approval of a conditional use permit requires approximately 6 months.

Reasonable conditions that may be granted through the use of these permits that relate to residential development include, but are not limited to, the following: setbacks, open spaces, buffers, fences, walls, and screening; requirements for installation and maintenance of landscaping, erosion control measures, and other improvements; requirements for street improvements and dedications, regulation of vehicular ingress and egress; establishment of development schedules or time limits for performance or completion; requirements for periodic review; and such other conditions as the City Council or the Director, as appropriate, may deem necessary to ensure compatibility with surrounding uses, to preserve the public health, safety, and welfare, and to enable the City Council or the Director, to make the required findings.

For residential development, the required findings for conditional use permits and minor conditional use permits are:

1. That the proposed use is in accord with the General Plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located.
2. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the proposed use complies with each of the applicable provisions of the zoning ordinance.

7. PLANNING AND DEVELOPMENT FEES

Planning Fees

Housing construction imposes certain short- and long-term costs upon local government, such as the cost of providing planning services and inspections. In addition, long-term costs related to the maintenance and improvement of the community’s infrastructure, facilities, parks, and streets are also imposed. Proposition 13 has severely constrained the amount of property tax revenue that a city in California receives. As a result, Santee charges various planning and development fees to recoup costs and ensure that essential services and infrastructure are available when needed. Santee is sensitive to the issue that excessive fees may hinder development and strives to encourage responsible and affordable development.

In 2020, the City Council adopted a new fee schedule, which reflects minor upward adjustments for some fees (Table 32). Permit and development fees for Santee and neighboring jurisdictions are summarized in Table 33.

Table 32: Residential Development Fees				
Permit Issuance Fee	Single-family development (SFD)	Multifamily (townhome)	Multifamily (250 units in 1 building)	Apartment (assume 25 units/bldg.)
Permit Fees				
Building Permit	\$6,864	\$5,831	\$3,327	\$2,514
Average Total				
Plan Check Fee ¹	\$3,432	\$2,915	\$1,663	\$1,257
Base Fee	\$5,002	\$3,159	\$2,061	\$882
Misc. Additions ²	\$1,786	\$2,611	\$1,220	\$1,620
SB1473	\$8	\$5	\$21	\$4
SMIP	\$26	\$15	\$14	\$14
Permit Issuance Fee	\$42	\$41	\$11	\$4
Impact/Capacity Fees				
Sewer (Padre Dam)	\$15,876	\$12,987	\$12,987	\$10,589
Water (Padre Dam)	\$22,930	\$21,210	\$21,210	\$18,917
Public Facilities	\$6,923	\$6,243	\$6,243	\$6,243
Traffic	\$3,808	\$2,435	\$2,435	\$2,435
Traffic Signal	\$402	\$252	\$252	\$252
Parks	\$8,334	\$7,598	\$7,598	\$7,598
Drainage/Flood	\$3,093	\$2,115	\$2,115	\$2,115

Table 32: Residential Development Fees

Permit Issuance Fee	Single-family development (SFD)	Multifamily (townhome)	Multifamily (250 units in 1 building)	Apartment (assume 25 units/bldg.)
School ³	\$7,328	\$6,412	\$5,496	\$4,580
Traffic SANDAG (RTCIP)	\$2,583.82	\$2,583.82	\$2,583.82	\$2,583.82
Total	\$78,142	\$67,667	\$64,247	\$57,827

Notes:

1. Plan check fee is ½ of the building permit fee
2. Includes mechanical, electrical, plumbing fees and fees for additions such as garages and balconies.
3. Santee Elementary School District 2021 Developer Fee is \$3.38/sq. ft.; Grossmont Union High School District 2021 Developer Fee is \$1.20/sq. ft. – Calculations based on typical 1,600 sq. ft. single-family home, 1,400 sq. ft. townhome, 1,200 sq. ft. condo unit, and 1,000 sq. ft. apartment unit.

Source: City of Santee Fee Schedule FY2020-21; Padre Dam Municipal Water District Sewer and Water Capacity Fee Schedule 2021; Santee Elementary School District Developer Fees 2021; Grossmont Union High School District Developer Fees 2021

Table 33: Fee Comparisons (2019-2020)

Jurisdictions	Per Unit Permit and Impact Fees			
	Single Family	Townhome (Type V Construction)	Condominium (Type III Construction)	Apartment (Type V Construction)
Carlsbad	\$42,616.78	\$23,012.02	\$17,086.21	\$16,762.04
Chula Vista	\$57,167.97	\$42,481.32	\$38,577.18	\$38,596.86
Encinitas	\$22,932.15	\$15,984.48	---	\$15,233.65
Escondido	\$37,044.15	\$31,185.86	\$29,360.35	\$29,360.35
Imperial Beach	\$15,161.22	\$11,262.71	\$9,832.14	\$21,010.37
La Mesa	\$27,442.49	\$19,242.63	\$14,248.72	\$12,906.75
Lemon Grove	\$13,563.65	\$6,259.63	\$4,870.52	\$5,106.55
National City	\$15,025.99	\$5,655.93	\$4,175.54	\$4,175.54
Oceanside	\$68,235.30	\$25,089.74	\$17,254.33	\$17,178.01
Poway	\$26,528.05	\$21,194.22	\$2,059.13	\$20,898.17
San Diego	\$155,367.00	\$103,121.73	\$95,731.81	\$97,461.70
San Marcos	\$30,761.34	\$25,588.10	\$23,410.80	\$14,184.14
Santee	\$32,008.00	\$27,058.00	\$24,554.00	\$23,741.00
San Diego County	\$21,797.00	\$12,793.00	\$10,900.00	\$11,156.00
Vista	\$27,546.37	\$20,804.79	\$23,176.90	\$18,608.86

Source: BLA 2019-2020 Fees Study for San Diego County; City of Santee Fee Schedule FY2020-21; Padre Dam Municipal Water District Sewer and Water Capacity Fee Schedule 2021; Santee Elementary School District Developer Fees 2021; Grossmont Union High School District Developer Fees 2021

8. ON- AND OFF-SITE IMPROVEMENTS

Another factor adding to the cost of new construction is the provision of adequate infrastructure to support municipal services for new resident development. In many cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is borne by developers, added to the cost of new housing units, and eventually passed in various degrees to the property owner or homebuyer.

Santee has one sizeable undeveloped areas for which new development is planned: Fanita Ranch in the northern portion of the city. On-and off-site infrastructure improvements/requirements are assessed based on the merits of each project during discretionary project review, and for larger projects may be determined through the environmental review process. Typically, the following are required for new construction and new subdivisions:

- Install city standard sidewalk, curb and gutter.
- Install reclaimed water system for landscaping irrigation.
- Install storm water retention system for on-site storm water management.

For new homes within existing neighborhoods, the following are typically required:

- Install storm water retention system.
- Repair sidewalk, curb and gutter if damaged or unsafe. If repair is necessary, the applicable fee for curb/gutter or sidewalk encroachment permit would apply.

9. BUILDING CODES AND ENFORCEMENT

Building and safety codes, while adopted to preserve public health and safety ensure the construction of safe and decent housing, have the potential to increase construction costs and impact the affordability of housing. These include the following building codes, accessibility standards, and other related ordinances.

California Building Code

The City of Santee adopted the California Building Code (CBC) which includes the International Building Code. The City adopted the CBC with minor administrative changes and one amendment related to minimum roof covering classifications for increased fire protection. The fire-related amendment applies uniformly to all construction types throughout the City and is intended to enhance public health and safety. Although this amendment to the CBC may result in an increase in the cost of construction, such cost increase is minor relative to the overall cost of construction. Furthermore, developers have not indicated that the amended roof covering classifications constrain or otherwise limit development opportunities in Santee. Enforcement of applicable building codes requires inspections at various stages of construction to ensure code compliance. The CBC prescribes minimum insulation requirements to reduce noise and promote energy efficiency.

Americans with Disabilities Act (ADA)

The City's building code requires new residential construction to comply with ADA requirements. State law requires new residential construction to comply with ADA requirements. State law requires buildings consisting of three or more units to incorporate design features, including: 1) adaptive design features for the interior of the unit; 2) accessible public and common use portions; and 3) sufficiently wider doors to allow wheelchair access. These codes apply to all jurisdictions and are enforced by federal and state agencies.

National Pollutant Discharge Elimination System

As the permit holder of a Municipal Storm Water Permit, the City must implement an Urban Runoff Management Program to reduce the discharge of pollutants into the storm sewer system. Prior to issuance of a building permit of any discretionary land use approval or permit, the applicant must submit a storm water mitigation plan and implement Best Management Practices in accordance with state and local regulations.

Code Enforcement

The City's Department of Development Services and Code Enforcement staff is responsible for enforcing local and state property maintenance codes. Inspections of unsafe buildings are made on a complaint or referral basis. The City of Santee actively pursues reported code violations in the City.

Substandard housing conditions within the City's existing housing stock are abated primarily through code compliance. Identification of code violations is based on resident complaints. The City then advises property owners on proper corrective action. The City has also adopted the Uniform Code for the Abatement of Dangerous Buildings to require the repair or removal of any structure deemed a threat to public health and safety.

Section 4: Housing Resources

This section summarizes the resources available for the development, rehabilitation, and preservation of housing in Santee. The analysis includes an evaluation of the adequacy of the City's land inventory to accommodate Santee's regional housing needs goals for the 2021-2029 planning period. Financial resources available to support housing activities and the administrative resources available to assist in implementing the City's housing programs are also analyzed in this section.

A. Available Sites for Housing

State law requires communities to play an active role in ensuring that enough housing is available to meet expected population growth in the San Diego region. Periodically as set forth by State statutory timeframe, the San Diego Association of Governments (SANDAG) is authorized to set forth specific goals for the amount of new housing that should be planned for in each jurisdiction over a specified time period, in this case June 30, 2020 through April 15, 2029. This section discusses how Santee will plan for the provision of housing for all economic segments by 2020.

1. FUTURE HOUSING NEED

SANDAG developed a Regional Housing Needs Assessment (RHNA) based on the California Department of Housing and Community Development (HCD) determination for the region's "fair share" of statewide forecasted growth through April 15, 2029. Overall, the region needs to plan for an additional 171,685 units. Santee's share of the regional housing need for the 2021-2029 RHNA period is allocated by SANDAG based on a number of factors, including recent growth trends, income distribution, and capacity for future growth.

Santee was assigned a future housing need of 1,219 units for the 2021-2029 RHNA period, representing 0.7 percent of the total regional housing need. Of the 1,219 units allocated to Santee, the City must plan for units affordable to all income levels, specifically: 203 extremely low income, 203 very low income, 200 low income, 188 moderate income, and 425 above-moderate income units.⁴

⁴ The City has a RHNA allocation of 406 very low income units (inclusive of extremely low income units). Pursuant to State law (AB 2634), the City must project the number of extremely low income housing needs based on Census income distribution or assume 50 percent of the very low income units as extremely low. Assuming an even split, the City's RHNA allocation of 406 very low income units may be divided into 203 very low and 203 extremely low income units. However, for purposes of identifying adequate sites for the RHNA allocation, State law does not mandate the separate accounting for the extremely low income category.

Table 34: RHNA Housing Needs for 2021-2029		
Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (30% or less)	203	16.7%
Very Low (31-50%)	203	16.7%
Low (51-80% AMI)	200	16.4%
Moderate (81%-120% AMI)	188	15.4%
Above Moderate (>120% AMI)	425	34.9%
Total	1,219	100.0%

Source: Final Regional Housing Needs Allocation, SANDAG, August 2020.

AMI = Area Median Income

Note: The City has a RHNA allocation of 406 very low income units (inclusive of extremely low income units. Pursuant to State law (AB 2634), the City must project the number of extremely low income housing needs based on Census income distribution or assume 50 percent of the very low income units as extremely low. Assuming an even split, the City's RHNA allocation of 406 very low income units may be divided into 203 very low and 203 extremely low income units. However, for purposes of identifying adequate sites for the RHNA allocation, State law does not mandate the separate accounting for the extremely low income category

2. CREDITS TOWARDS THE RHNA

Since the RHNA uses June 30, 2020 as the baseline for growth projections for the Housing Element planning period, jurisdictions may count the number of new units issued building permits or certificates of occupancy since June 30, 2020 toward their RHNA. This section describes the applicability of the rehabilitation and new construction credits, while latter sections discuss the availability of land to address the remaining RHNA. Table 35 summarizes Santee's RHNA credits and the remaining housing need through April 15, 2029. With the anticipated ADUs, entitled projects, projects under review, and Fanita Ranch, the City has adequate capacity to accommodate its moderate and above moderate income RHNA. The City must accommodate the remaining RHNA of 605 lower income units with vacant and nonvacant sites that are appropriately zoned and have near-term development potential.

Table 35: RHNA Credits and Remaining Need						
Income Category (% of County AMI)	RHNA	Potential ADU	Entitled	Under Review	Fanita Ranch	Remaining Need
Extremely Low/Very Low (<50% AMI)	406	0	0	1	0	405
Low (51-80% AMI)	200	0	0	0	0	200
Moderate (81%-120% AMI)	188	80	0	0	435	0
Above Moderate (>120% AMI)	425	0	128	435	2,514	0
Total	1,219	80	128	436	2,949	605

Potential ADU

New State laws passed since 2017 have substantially relaxed the development standards and procedures for the construction of Accessory Dwelling Units (ADUs). However, the City has seen slight increases in ADUs in the community, with only one unit permitted in 2018, four units in 2019, and 14 units in 2020. While this trend yielded an annual average of nine units per year between 2018 and 2020, the City Council adopted a policy to waive development impact fees for ADUs for five years effective September 2019. This incentive resulted in a significant increase in ADU activities

(more than tripled between 2019 and 2020). Therefore, the City anticipates permitting at least 80 ADUs in the eight-year planning period between 2021 and 2029. Given the lack of housing affordability data available, the City expects that all new ADUs to be affordable to moderate income households.

Active Entitlements

As of July 1, 2020, the City entitled a total of 138 housing units, including condominiums and single-family homes. As with units under review, new construction condominiums and single-family homes are considered affordable only to above moderate-income households.

Under review

As of July 1, 2020, a total of 436 units were at various stages of review and approval. All units were considered affordable only to above moderate households, with the exception of one very low income unit in the Atlas View Drive project in exchange for a density bonus.

Table 36: Projects Under Review		
Project	Type	Total Units
Carlton Oaks Golf Course	SFH/Condo	285
Atlas View Drive	Condo	12
Mast Blvd	Condo	125
Tyler Street	SFH	14
Total Units		436

Fanita Ranch

On September 23, 2020, City Council approved the Fanita Ranch project.⁵ Fanita Ranch will be a master planned community consisting of up to 2,949 units with a school, or 3,008 units without a school. As part of the Fanita Ranch project approval, the General Plan land use designation of the site was amended from PD (Planned Development), R-1 (Low Density Residential) and HL (Hillside/Limited Residential) to SP (Specific Plan) and the Fanita Ranch Specific Plan was adopted.

Development will be distributed into three villages named according to their designed theme: Fanita Commons, Vineyard Village, and Orchard Village. Table 37 shows the permitted uses and development regulations for each proposed land use designation and village as established by the Fanita Ranch Specific Plan.

- **Village Center** land use designation would apply to approximately 36.5 acres of the project site and would allow development of approximately 435 residential units. It would allow for a mix of residential, commercial (retail, service, and office), civic, and recreational uses in a

⁵ The project approval included approval of Resolution 094-2020, which adopted the General Plan Amendment (GPA 2017-2) that is necessary for the development Fanita Ranch project. On October 29, 2020, a referendum against Resolution 094-2020 was submitted to the City Clerk’s office. On January 13, 2021, the referendum petition was certified as including the required number of signatures, and the City Council voted to place the referendum on the November 2022 ballot. Due to the referendum, the effective date of Resolution 094-2020 is suspended, which means that the developer cannot move forward with actual construction of the Fanita Ranch project until the referendum is resolved.

walkable mixed-use configuration with a maximum building height of 55 feet. When uses are mixed, they may be combined horizontally (side by side or adjacent to one another) or vertically (residential, office above retail, or combination of both).

- **Medium Density Residential** land use designation would apply to approximately 67 acres of the project site and would allow development of approximately 866 residential units. It would establish areas for residential uses in a variety of attached, detached, and semi-detached building typologies at densities ranging from 8 to 25 residential units per acre.
- **Low Density Residential** land use designation would apply to approximately 240.8 acres of the project site and would allow development of approximately 1,203 residential units. Building types would include single-family detached residences, detached cluster residences, and community buildings (buildings that would serve as landmarks such as churches), with a maximum building height of 45 feet.
- **Active Adult** land use designation would apply to approximately 31 acres within Fanita Commons and would allow development of approximately 445 residential units. It would establish areas for age-restricted residential uses in a variety of building types with densities ranging from 5 to 25 residential units per acre and a maximum building height of 55 feet. Building types would include single-family detached residences, detached cluster residences, attached/semi-detached residences, and community buildings with a maximum building height of 55 feet.

Table 37: Fanita Ranch Land Use Summary*

	Fanita Commons	Orchard Village	Vineyard Village	Total
Village Center (up to 50 du/ac)	323	33	79	435
Medium Density (8-25 du/ac)	0	368	498	866
Low Density Residential (4-10 du/ac)	0	454	749	1,203
Active Adult Residential (5-25 du/ac)	445	0	0	445
Total	768	855	1,326	2,949

Source: Fanita Ranch Project Draft Revised EIR, May 2020. **“With School” Scenario

Units in the Village Center are considered feasible for housing affordable to moderate income households due to the high density allowed of up to 50 du/acre. All other units are considered affordable only to above moderate-income households.

The conceptual phasing plan for the project will be divided into four phases. The plan’s objective is to coordinate the provision of public facilities and services with the anticipated sequence pattern of development. The phasing of development and implementation of public facilities may be modified as long as the required public improvements are provided at the time of need. The conceptual phases for the proposed project include the following:

- Phase 1: Fanita Commons and the easterly portion of Orchard Village, off-site and on-site improvements to Fanita Parkway and Cuyamaca Street, sewer infrastructure through the Phase 2 area, and water infrastructure in the Special Use area.
- Phase 2: Westerly portion of Orchard Village and dead-end street improvements.
- Phase 3: Connections to and construction of the southerly half of Vineyard Village and water infrastructure through the Phase 4 area, and off-site improvements to Magnolia Avenue.
- Phase 4: Northerly half of Vineyard Village.

Each phase would take approximately 2 to 4 years to complete. Once construction begins, build-out of the project is anticipated within 10 to 15 years. Fanita Commons, which includes the majority of the Village Center high density residential use, is planned for Phase 1 of development.

3. RESIDENTIAL SITES INVENTORY

Because the RHNA period extends from June 30, 2020 to April 15, 2029, a jurisdiction may meet the RHNA requirement using potential development on suitable vacant and/or nonvacant sites within the community. A jurisdiction must document how zoning and development standards on the sites facilitate housing to accommodate the remaining RHNA identified in Table 35 on page 65. Santee currently has adequate land capacity to meet the needs of all income groups. The following Table 38 is a summary of the detailed parcel data included in **Appendix C, Sites Inventory**.

Sites are suitable for residential development if zoned appropriately and available for residential use during the planning period. In order to accommodate the RHNA for each income category, the City identified some sites for rezoning to be included in the Housing Element implementation program. **Appendix C, Sites Inventory**, shows the sites that will be rezoned to accommodate RHNA. Of the 37 sites identified in the inventory, 28 are being rezoned to accommodate RNHA. Most sites are proposed to be upzoned, with the exception of three sites in the Town Center Residential area, which are to be downzoned to be consistent with the surrounding residential development

Table 38: Residential Sites Inventory (Summary)						
Affordability Level and Zoning	Density Factor	Site Count	Acreage	Average Parcel Size	Capacity	Status
Lower Income						
R-22 (22-30 dua)	22 dua	5	15.53	3.11	297	Nonvacant
R-30 (30-36 dua)	30 dua	1	1.96	1.96	58	Vacant
TC-R-22 (22 dua)	22 dua	2	10.60	5.30	233	Nonvacant
		1	5.26	5.26	115	Vacant
TC-R-30 (30 dua)	30 dua	1	10.00	10.0	300	Nonvacant
		1	11.11	11.11	333	Vacant
Low Income Subtotal		11	54.46	4.95	1,336	
Moderate Income						
R-14 (14-22 dua)	14 dua	2	4.17	2.09	58	Nonvacant
TC-R-14 (22 dua)	14 dua	4	44.82	11.21	529	Vacant
Moderate Income Subtotal		6	48.99	8.16	587	
Above Moderate Income						
R-7 (7-14 dua)	7 dua	15	27.28	1.82	165	Nonvacant
		4	3.96	0.99	25	Vacant
POS/R-7 (7-14 dua)	7 dua	1	47.45	47.45	122	Vacant
Above Moderate Income Subtotal		20	78.69	3.93	312	
Total		37	182.14	4.92	2,235	

Residential uses proposed on sites counted toward meeting Santee’s RHNA for very low, low, moderate, and/or moderate income needs shall be approved if developed in accordance with the applicable development standards of the Municipal Code. The Development Review process (Section 3) will be used to ensure that subdivisions and/or multifamily projects on these sites comply with development regulations and design requirements, but shall not be used to deny a permit for residential development based on the use itself.

Realistic Capacity Assumptions

Most residential zone districts in Santee establish a range of allowable density. For example, density within the R-14 zone may range between 14 and 22 dwelling units per acre (dua) and between 22 and 30 dua is allowed within the R-22 zone. For purposes of calculating the realistic capacity of sites in **Appendix C, Sites Inventory**, the minimum of allowable density was used in these districts. This is considered a highly conservative assumption as development projects proposed in Santee’s multifamily districts (R-7, R-14, and R-22) have historically been approved at the upper end of the allowable density. The TC-R-14, TC-R-22 and TC-R-30 districts within the Town Center Specific Plan (TCSP) do not have an allowable density range; development within these districts must meet the established density (14, 22, and 30 dua, respectively). Therefore, the TCSP density threshold was used for sites in these districts.

Affordability, Suitability, and Availability Analysis

This subsection describes the assumptions applied to each parcel in **Appendix C, Sites Inventory**, to determine affordability level and establish the suitability and availability for development within the planning period. When determining which sites are best suited to accommodate lower income

RHNA, the City also considered proximity to transit, access to amenities such as parks and services, locational scoring criteria for Low-Income Housing Tax Credit (TCAC) Program funding, and proximity to available infrastructure and utilities in addition to “default” density.

Government Code Section 65583.2(c)(3)(B) allows local governments to utilize a “default” numerical density standard for establishing adequate zoning to accommodate lower income housing. The City’s four R-22, R-30, TC-R-22, and TC-R-30 zones have density ranges that include the default density of 30 du/a, can accommodate an estimated 1,336 lower income units.

The housing market analysis in the Community Profile of this Housing Element demonstrates that moderate income households can afford to a wide range of rental options and purchase some of the condos in Santee. As such, the City assumes that sites in R-14 and TC-R-14 (density ranges 14-22 du/a) zones can accommodate 587 moderate income units. The least dense sites (and R-7) sites can facilitate 312 above moderate income units.

Suitability of Nonvacant Sites

Vacant sites cannot accommodate Santee’s entire share of the regional housing need and the City relies on underutilized properties to demonstrate sufficient capacity during the planning period. This section demonstrates that the underutilized sites are suitable for redevelopment within the planning period.

All the sites identified include marginal uses such as underused commercial uses or marginal operations and small homes on large lots. All of the existing structures were built before 1990 and are over 30 years old and 65 percent of structures are over 70 years old. Structures that are in fair condition are on lots that are highly underutilized based on the allowable zoning. Figure 10 depicts typical existing conditions on underutilized sites in the commercial and residential zones. Details for each site selected for the RHNA are provided in **Appendix C, Sites Inventory**.

Feasibility for Development

The City considered potential sites mostly between 0.5 to 10 acres and minimally constrained by topography, airport safety zones, wildlands, infrastructure, hydrology. The City identified two potential opportunity zones: Summit Avenue (10 sites) and Town Center (nine sites) along with other infill lots scattered throughout the City.

- Summit Ave sites are larger, relatively flat parcels possibly for small lot subdivisions in the 7 to 14 units per acre range. With potential lot sizes of about 4,000 sq. ft., these lots would be consistent with Santee’s past development patterns.
- Town Center sites are large, flat vacant parcels near transit that could support higher densities and mixed-uses.

Six of the 37 sites identified have property owner support and interest in developing at the higher density allowed following the rezoning of the properties. Four of these sites with owner interest have been identified for accommodating lower income households. Two of the properties have had proposals for workforce housing. In addition, nine of the 11 sites identified for lower income housing are considered competitive for affordable housing funding since they are located in areas of high resources according to the 2021 TCAC/HCD Opportunity Area Maps.

Figure 10: Typical Existing Conditions of Underutilized Sites



Site 25: Underutilized commercial site (trucking) to be rezoned to R-14; adjacent to single-family homes.



Site 29: Underutilized commercial site to be rezoned to R-22 with an application for the back parcel to build 88 townhouses. Commercial space in front parcel vacant as of November 2020.



Site 4: Underutilized residential site to be rezoned to R-7 with single-family home built in 1940.



Site 33: Underutilized residential parcel with single-family home built in 1958. Site is adjacent to another underutilized site with single-family home built in 1954

4. INFRASTRUCTURE AVAILABILITY

No significant public service or infrastructure constraints have been identified in the City. Public infrastructure improvements required of new developments, impact fees, and planned city improvements of facilities help ensure that services and facilities are available to both current and future residents. Parks, schools, emergency services facilities, and other public facilities are also extended in this manner. All vacant and nonvacant sites identified in **Appendix C, Sites Inventory**, as suitable for lower and moderate income households can be readily served by existing infrastructure and services. Substantial new infrastructure would need to be built to serve the Fanita Ranch property; however, provision for infrastructure required to serve future development on the property is assured by conditions of project approval.

5. ADEQUACY OF SITES TO MEET REGIONAL FAIR SHARE ALLOCATION

Table 39 summarizes the City’s accommodation of the RHNA for all income groups during the planning period. After accounting for development credits and the realistic capacity of vacant and nonvacant sites, the City has identified adequate capacity for its RHNA for the planning period.

Table 39: Adequacy of Sites to Accommodate RHNA					
Income Level	RHNA	Credits	Remaining RHNA	Sites Inventory Capacity	Surplus
Very Low (<50% AMI)	406	1	405	1,336	+731
Low (51-80% AMI)	200	0	200		
Lower income (<80% AMI)	606	1	605	1,336	+731
Moderate (81%-120% AMI)	188	515	0	587	+914
Above Moderate (>120% AMI)	425	3,077	0	312	+2,964
Total	1,219	3,593	605	2,235	+4,609

B. Financial Resources

The City of Santee has access to several federal and local resources to achieve its housing and community development goals. Specific funding sources will be utilized based on the eligibility and requirements of each project or program. The City leverages, to the maximum extent feasible, local funds with federal and State funds in meeting its housing and community development objectives.

1. SB2 GRANTS

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State’s housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds are available as planning grants to local jurisdictions. The City of Santee received \$160,000 for planning efforts to facilitate housing production. The funds were applied

toward the purchase and implementation of a state-of-the-art permitting system that streamlines plan submittal and review process and accelerate housing production. For the second year and onward, 70 percent of the funding will be allocated to local governments for affordable housing purposes. A large portion of year two allocations will be distributed using the same formula used to allocate federal Community Development Block Grants (CDBG). HCD is in the process of closing out the Year One planning grant allocations and has not begun the process of allocating the Year Two affordable housing funds.

2. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

The CDBG Program is administered by HUD. Through this program, the federal government provides monies to cities to undertake certain kinds of community development and housing activities.

Activities proposed by the City must meet the objectives and eligibility criteria of CDBG legislation. The primary CDBG objective is the development of viable urban communities, including decent housing and a suitable living environment, and expanding economic opportunity, principally for persons of lower income (<80 percent AMI). Each activity must meet one of the three broad national objectives of:

- Benefit to lower income families
- Aid in the prevention of elimination of slums or blight
- Meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community

Santee's CDBG funding allocation has declined steadily in recent years. The City's FY 2020 allocation is approximately \$275,000. A portion of these funds are frequently used to assist non-profit organizations that support affordable housing opportunities to low income households.

3. HOME INVESTMENT PARTNERSHIP ACT (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for lower income households (<80 percent of AMI). The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low income households, including:

- Building acquisition
- New construction and reconstruction
- Moderate or substantial rehabilitation
- Homebuyer assistance
- Rental Assistance

Strict requirements govern the use of HOME funds. Two major requirements are that the funds must be: 1) used for activities that target lower income families; and 2) matched 25 percent by non-federal funding sources.

The City does not receive HOME funds directly, but participates in the HOME Consortium, which is operated by the County of San Diego. In the past, Santee secured approximately \$170,000 per annum in dedicated HOME resources to foster homeownership support for income eligible households. While these resources remain available through the San Diego County HOME Consortia, they are distributed competitively through the HOME Downpayment and Closing Costs Assistance Program and the HOME Housing Development Program and the level of resource availability to the City is not definite.

4. HOUSING CHOICE VOUCHER ASSISTANCE

In the course of the Housing Element cycle, the City has participated in the Housing Choice Voucher program, which extends rental subsidies to very low income (up to 50 percent of AMI) family and seniors who spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. Rental assistance is issued to the recipients as vouchers, which permit tenants to locate their own housing and rent units beyond the federally determined fair market rent in an area, provided the tenants pay the extra rent increment. The City of Santee contracts with the San Diego County Housing Authority to administer the Housing Choice Voucher (HCV) Program.

C. Administrative Resources

A variety of public and private sector organizations have been involved in housing and community development activities in Santee. These agencies are involved in the improvement of the housing stock, expansion of affordable housing opportunities, preservation of existing affordable housing, and/or provision of housing assistance to households in need.

1. CITY OF SANTEE DEPARTMENT OF DEVELOPMENT SERVICES

The Department of Development provides housing and community development services to residents, developers, and others interested in housing issues. The Division is responsible for the development of the City's HUD Consolidated Five-Year and Annual Action Plans for the expenditure of Community Planning and Development (CPD) funds, including CDBG and HOME. The Department is also responsible for ensuring the implementation of the City's housing programs.

2. SAN DIEGO COUNTY HOUSING AUTHORITY

The San Diego County Housing Authority coordinates and administers Housing Choice Voucher Program rental assistance on behalf of the City of Santee. About 300 Santee households are receiving HCV assistance with more than 1,700 households on the wait list for assistance.

3. NONPROFIT ORGANIZATIONS

The City of Santee works with a number of nonprofit organizations to provide affordable housing and supportive services to residents in need. These include, but are not limited to, the following organizations.

Crisis House

Crisis House provides case homeless prevention and intervention services to meet the immediate needs of the homeless and near-homeless in Santee. Immediate need includes the provision of food, temporary shelter, case management, referrals, and other social services. The City has provided CDBG funds for this program in recent years.

Center for Social Advocacy

The Center for Social Advocacy promotes housing opportunities for all persons regardless of their special characteristics. The Center also provides tenant/landlord mediation services. The City has provided CDBG funds for this program in recent years for fair housing services.

Santee Ministerial Council

The Santee Ministerial Council operates the Santee Food Bank, which provides emergency food supplies and assistance for needy extremely low income individuals and households, including the homeless. The City has provided CDBG funds for this program in recent years.

Elderhelp of San Diego

Elderhelp of San Diego provides case management and services through a trained social worker to help seniors remain in their homes by providing referrals and information. The City has provided CDBG funds for these services in recent years.

Meals on Wheels Greater San Diego

Meals on Wheels supports the independence and well-being of seniors and persons with special needs by providing meals to homebound participants of the Meals of Wheels Program. The City has provided CDBG funds for this program in recent years.

Voices for Children

Voices for recruits, trains, and supports Court Appointed Special Advocate (CASA) volunteers who speak up for the needs and well-being of children in foster care. The City has provided CDBG funds to provide foster children with CASAs.

D. Energy Conservation Opportunities

This section provides an overview of opportunities for energy conservation during the housing planning period.

1. CITY OF SANTEE INITIATIVES

In December 2019, the City adopted the Sustainable Santee Plan, the City's Climate Action Plan. The Sustainable Santee Plan is the City of Santee's plan for reducing greenhouse gas ("GHG") emissions to conform to State GHG emission reduction targets. The City of Santee (City) is committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficiency features and reduction of greenhouse gas (GHG) emissions. Through the Sustainable Santee Plan, the City has established goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. In addition, the City will continue strict enforcement of local and state energy regulations for new residential construction, and continue providing residents with information on energy efficiency. Specifically, the City encourages the use of energy conservation devices such as low flush toilets and weatherization improvements in new development. The City also promotes design concepts that utilize technological advances in the application of alternative energy sources which make the use of the natural climate to increase energy efficiency and reduce housing costs.

2. PRIVATE SECTOR PROGRAMS

The following private sector energy conservation programs are available to housing developers and Santee residents:

- **California Alternative Rates for Energy (CARE):** Lower-income customers enrolled in the CARE program receive a 20 percent discount on their electric and natural gas bills and are not billed in higher rate tiers that were created for San Diego Gas & Electric (SDG&E). CARE is funded through a rate surcharge paid by all other utility customers.
- **Family Electric Rate Assistance Program (FERA):** This program was developed for families whose household income slightly exceeds the threshold for assistance in other energy program allowances. Qualifying households have some of their electricity usage billed at a lower rate.
- **Low Income Energy Efficiency Program (LIEE):** The LIEE program provides no-cost weatherization services to lower income households who meet the CARE guidelines. Services provided include attic insulation, energy efficient refrigerators, energy efficient furnaces, weather stripping, caulking, low-flow showerheads, water heater blankets, and door and building envelop repairs that reduce air infiltration.
- **Residential Energy Standards Training:** SDG&E offers seminars on energy efficiency compliance best practices. Architects, designers, builders, engineers, energy consultants, HVAC contractors, building department inspectors, and plan checkers are encouraged to

learn about new technologies that improve energy efficiency and reduce the cost of complying with evolving State energy standards.

- **Energy Savings Assistance Program:** SDG&E offers low- or no-cost products and installation of attic insulation, energy-efficient lighting, door weather-stripping, replacement of qualified appliances*, caulking, minor home repairs, water heater blankets, and low-flow showerheads to eligible residents through their Energy Savings Assistance Program.
- **Rebate Program:** SDG&E offers rebates for single-family and multifamily dwelling units for certain improvements in their units that lead to greater energy efficiency. These improvements include purchase and installation of insulation, energy efficient appliances, and the replacement of old light bulbs with Energy Star light bulbs.

Section 5: Housing Plan

This section of the Housing Element contains objectives, policies, and programs the City will implement to address a number of important housing-related issues and achieve the Santee's overarching housing goal, which states:

Ensure that decent, safe housing is available at a cost that is affordable to all current and future residents of this community. To this end, the City will strive to maintain a reasonable balance between rental and ownership housing opportunities and to encourage a variety of individual choices of tenure, type, and location of housing throughout the community.

The section contains quantified (numerical) objectives for housing construction, rehabilitation, and the preservation of affordable housing, with a program of actions that:

- Provides regulatory concessions and incentives and uses local, state, and federal financing and subsidy programs to support the development and preservation of affordable housing.
- Identifies adequate sites with appropriate zoning, development standards, services and facilities to encourage the development of a variety of housing types for all income levels.
- Assists in the development of adequate housing to meet the needs of lower and moderate income households, including extremely low income households and those with special needs.
- Addresses and, where appropriate and legally possible, removes governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.
- Conserves and improves the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.
- Promotes housing opportunities for all persons.

The Department of Development Services staff regularly reviews Housing Element programs, objectives, and progress towards accommodating the City's share of the regional housing need. An annual implementation report is prepared and provided to the City Council, California Office of Planning and Research, and California Department of Housing and Community Development.

A. Quantified Objectives

The City of Santee proposes the following objectives for the 2021-2029 Housing Element:

Table 40: Quantified Housing Objectives (2021-2029)

	RHNA ¹	New Construction ²	Rehabilitation	Conservation/ Preservation	Rental Assistance	Home Purchase Assistance	Other Assistance ³
Extremely Low Income	203	51	24	133	100	0	785
Very Low Income	203	52	72		200	4	950
Low Income	200	50	384	90	0	12	350
Moderate Income	188	47	0	0	0	0	255
Above Moderate Income	425	669	0	0	0	0	0
Total	1,219	869	480	222	300	16	2,700

Notes:

- 1) Pursuant to AB 2634, the City must estimate the portion of the RHNA for very low income households that qualify as extremely low income. The City may use Census data to estimate the proportion of extremely low income households or to apply a 50 percent split. Assuming an even split, the City's RHNA allocation of 406 very low income units may be divided into 203 very low and 203 extremely low income units. For purposes of identifying adequate sites for the RHNA, however, no separate density threshold is established for extremely low income units.
- 2) Calculated based on the sum of 564 entitled or under review units and 25 percent of RHNA.
- 3) "Other Assistance" includes residents assisted through the Manufactured Home Fair Practices Program, Supportive Services, and Equal Housing Opportunity Services.

B. Objectives, Policies, and Programs

The objectives and policies contained in the Housing Element address Santee's housing needs and are implemented through a series of housing programs offered by the City. Housing programs define the specific actions the City will undertake to achieve the stated goals and policies. The objectives, policies, and programs are structured to address the following issue areas outlined the State law:

- Conserving and Improving the Condition of the Existing Housing Stock
- Assisting in the Development of Affordable Housing Opportunities
- Providing Adequate Sites to Achieve a Variety of Housing Types and Densities
- Removing Governmental Constraints as Applicable
- Affirmatively Furthering Fair Housing

1. CONSERVING AND IMPROVING THE EXISTING HOUSING STOCK

While most of Santee's housing stock is in good condition, a large proportion of the City's housing is nearing or has already exceeded 30 years of age, indicating the need for continued maintenance to prevent widespread housing deterioration. Other housing conservation needs of the City include existing affordable housing stock and rental units at-risk of converting to market-rents or condominiums, and the Housing Choice Voucher Program.

Objective 1.0: Conserve and improve the condition of the existing housing stock.

Policy 1.1: Advocate the rehabilitation of substandard residential properties by homeowners and property owners.

Policy 1.2: Offer a residential rehabilitation program that provides financial and technical assistance to lower income property owners to enable correction of housing deficiencies.

Policy 1.3: Focus rehabilitation assistance to create substantive neighborhood improvement and stimulate additional privately initiated improvement efforts.

Policy 1.4: Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and neighborhood conditions in Santee.

Policy 1.5: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality. Educate property owners regarding existing resources for residential rehabilitation.

Objective 2.0: Preserve existing affordable housing options in Santee.

Policy 2.1: Monitor the status of at-risk multi-family rental housing units, work with potential purchasers/managers as appropriate, and explore funding sources available to preserve the at-risk units.

Policy 2.2: Encourage the retention of existing, viable mobile home parks, which are economically and physically sound.

Policy 2.3: Regulate the conversion of existing multi-family rental properties to condominiums through application of Santee's Condominium Conversion Ordinance.

Policy 2.4: Continue to support rental assistance programs through the County.

Program 1: Mobile Home Assistance Program and Conversion Regulations

Administered through the State HCD, the Mobile Home Park Assistance Program (MPAP) provides financial and technical assistance to mobile home park residents who wish to purchase their mobile home parks and convert the parks to resident ownership. Loans are made to lower income mobile home park residents or to organizations formed by park residents to own and/or operate their mobile home parks, thereby allowing residents to control their housing costs. Loans are limited to 50 percent of the purchase prices plus the conversion costs of the mobile home park and are awarded by the State on a competitive basis. Applications must be made by mobile home park residents who must form a resident organization with the local public entity as a co-applicant.

The City will continue to advertise MPAP’s availability to mobile home park residents and will serve as co-applicant for interested resident organizations. The City’s Zoning Ordinance, through the Mobile Home Park Overlay District, provides for a 50 percent reduction in project application fees as an incentive for the conversion of existing rental parks to resident-owned parks. Also, when considering a Conditional Use Permit for conversion to a different use, the City Council shall ensure that applicants have satisfied the requirements of Sections 65863.7 (“Report of impact on conversion of mobile home park to another use”) and 65863.8 (“Verification of notification by applicant for conversion of mobile home park to another use”) of the California Government Code. These provisions assure that mobile home park occupants are afforded some protection if an existing facility is to be rezoned for another use.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Mobile home conversion fees; Department budget
- 2021-2029 Objectives:** Circulate fliers to existing mobile home renter parks periodically. Co-sponsor MPAP applications as opportunity arises.
- Timeframe:** Annual flier circulation and monitoring and annual monitoring and reporting throughout the planning period.

Program 2: Maintenance and Improvement of Existing Housing

Nearly 88 percent of the City’s existing housing stock will exceed 30 years of age by the end of this Housing Element planning period (built before 2000). Continued maintenance will be essential to prevent widespread housing deterioration. In order to encourage maintenance and improvement of existing housing, the City will advertise available home improvement financing programs to residents on its website and public service counters. The City will also work to engage home improvement program representatives to provide an overview of such programs at least one public meeting before the City Council. Code compliance targeted at substandard and/or dilapidated housing will continue to be implemented, including exercising the use of court-appointed receiverships, as appropriate. The City will also make residents aware of basic home maintenance standards on its website.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Department Budget
- 2021-2029 Objectives:** Ensure that Code Compliance addresses and resolves issues with severely substandard and/or dilapidated housing and that residents are aware of home maintenance standards and programs.

Timeframe: Ongoing implementation and annual monitoring and reporting throughout the planning period.

Program 3: Conservation of Existing and Future Affordable Units

Between 2021 and 2031, 222 units would be considered at risk of converting to market rate rents. Of these units, 47 are within the Cedar Creek Apartments, 43 within the Forester Square Apartments, and 132 in the Laurel Park Senior Apartments. The City will continue to monitor these at-risk units and should a notice of intent to convert to market rate be filed, work with potential purchasers to preserve the units, and ensure that tenants were properly notified of their rights under California law.

Responsible Agency: City of Santee Department of Development Services; U.S. Department of Housing and Urban Development (HUD); and San Diego County Housing Authority.

Financing: Section 8 vouchers, other funding sources as available

2013-2021 Objectives: Monitor the status of the 222 at-risk units at Cedar Creek Apartments, Forester Square Apartments, and Laurel Park Senior Apartments. The City of Santee will work with property owners, interest groups and the State and federal governments to implement the following programs on an ongoing basis to conserve its affordable housing stock:

- Monitor Units at Risk: Monitor the status of Cedar Creek Apartments, Forester Square Apartments, and Laurel Park Senior Apartments, since they may lose their subsidies due to discontinuation of the Section 8 program at the federal level or opting out by the property owner.
- Work with Potential Purchasers: Where feasible, provide technical assistance to public and non-profit agencies interested in purchasing and/or managing units at risk.
- Tenant Education: The California Legislature extended the noticing requirement of at-risk units opting out of low income use restrictions to one year. Should a property owner pursue conversion of the units to market rate, the City will ensure that tenants were properly noticed and informed of their rights and that they are eligible to receive Section 8 vouchers that would enable them to stay in their units.
- Assist Tenants of Existing Rent Restricted Units to Obtain Section 8 Voucher Assistance: Tenants of housing units with expired Section 8 contracts are eligible to receive special Section 8 vouchers that can be used only at the same property. The City will provide information to tenants of "at-risk" units to obtain these Section 8 vouchers through the San Diego County Housing Authority and refer tenants to the fair housing service provider(s) for resources and assistance.

Timeframe: Ongoing implementation and annual monitoring and reporting throughout the planning period. Within 60 days of notice of intent to convert at-risk units to market rate rents, the City will work with potential purchasers using HCD’s current list of Qualified Entities⁶, educate tenants of their rights, and assist tenants to obtain rental assistance in accordance with this program.

Program 4: Housing Choice Voucher Program

The Housing Choice Voucher Program extends rental subsidies to extremely low and very low income (up to 50 percent of AMI) families and seniors that spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. Rental assistance is provided to the recipients in the form of vouchers, which permit tenants to locate their own housing and rent units beyond the federally determined fair market rent in an area, provided the tenants pay the extra rent increment. Cities may contract with the San Diego County Housing Authority to administer the Housing Choice Voucher (HCV) Program. According to the Housing Authority, approximately 285 households received assistance through the program as of December 2019.

Responsible Agency: San Diego County Housing Authority
Financing: U.S. Department of Housing and Urban Development
2021-2029 Objectives: Continue to contract with the San Diego County Housing Authority to administer the Housing Choice Voucher (HCV) Program:

- Assist approximately 300 extremely low and very low income households annually during the planning period.
- Expand outreach and education on the recent State laws (SB 329 and SB 222) that support source of income protection for housing discrimination against low income households using public assistance (such as HCV) for rent payments.
- Promote the Housing Choice Vouchers program on City website.
- Support the County Housing Authority’s applications for additional voucher allocations and efforts to maintain and expand voucher use in the City.

Timeframe: Ongoing implementation and annual monitoring throughout the planning period.

⁶ List of current Qualified Entities is maintained and updated by HCD and is subject to change. - <https://www.hcd.ca.gov/policy-research/preserving-existing-affordable-housing.shtml>.

2. ASSISTING IN THE DEVELOPMENT OF AFFORDABLE HOUSING OPPORTUNITIES AND SUPPORTIVE SERVICES

New construction is a major source of housing for prospective homeowners and renters but generally requires public sector support for the creation of units affordable to lower income households, including extremely low income households. While a wide range of for-sale and rental housing options are available in Santee to above moderate and moderate income households, affordable options for lower income households are more limited (**Section 2, Community Profile**). Where there is a need for affordable housing, often there is also a need for supportive services for lower income households, including extremely low income households. The following Objectives, Policies, and Programs intend to address the overall need for affordable housing and supportive services in Santee.

Objective 3.0: Expand affordable housing options within Santee.

Policy 3.1: Develop and maintain collaborative efforts among nonprofits, for-profit developers, and public agencies to encourage the development, maintenance, and improvement of affordable housing.

Policy 3.2: Implement the City's Climate Action Plan. Promote design concepts that utilize technological advances in the application of alternative energy sources which make the use of the natural climate to increase energy efficiency and reduce housing costs.

Policy 3.3: Encourage the provision of housing affordable to extremely low income households when reviewing proposals for new affordable housing developments.

Objective 4.0: Provide housing support services to address the needs of the City of Santee's lower and moderate income residents, including extremely low income households and those with special needs.

Policy 4.1: Continue to support and coordinate with social service providers and regional agencies to address the housing related needs of Santee residents, particularly those with special needs.

Policy 4.2: Coordinate with local social service providers to address the needs of the City's homeless population. Provide funding to groups providing shelter and other services to the homeless.

Policy 4.3: Continue to participate in the Countywide homeless working group in preparing and implementing recommendations to the Board of Supervisors, the appointed bodies and municipalities regarding plans for providing emergency housing, Low Barrier Navigation Centers (LBNC), and homes with supervised care.

Program 5: Homebuyer Assistance Programs

With limited funding and rising home prices, the ability of the City to provide homebuyer assistance is limited. However, Santee residents are eligible to participate in several City, County, and State programs

First-Time Homebuyer Program: Through this program, the City assists Santee first-time lower and moderate income homebuyers with down payment and closing cost assistance. This assistance functions similar to a “silent second” to the assisted household’s primary home loan application. This program is administered by the County of San Diego.

Down payment and Closing Cost Assistance Program (DCCA): DCCA offers low-interest deferred payment loans of up to 17 percent of the maximum allowable purchase price (adjusted annually) and a closing cost of four percent, not exceeding \$10,000. DCCA loan funds may be used to pay down payment and closing costs of a qualifying single-family home, condominium, townhouse, or manufactured home on a permanent foundation. This program is offered by the County Housing and Community Development Services (County HCDS) but administered by the San Diego Housing Commission (SDHC)

Mortgage Credit Certificate (MCC) Program: Mortgage Credit Certificates (MCCs) are certificates issued to lower and moderate income first-time homebuyers authorizing the household to take a credit against federal income taxes of up to 20 percent of the annual mortgage interest paid. This program is administered by the California Housing Finance Agency (CalHFA).

Homebuyer’s Down payment Assistance Program (CHDAP): CHDAP provides a deferred-payment junior loan, up to three percent of the purchase price, or appraised value, whichever is less, to be used for their down payment and/or closing costs. This program is administered by CalHFA.

Responsible Agency: City of Santee Department of Development Services, County HCDS, SDHC, CalHFA

Financing: HOME and other County and State funds

2021-2029 Objectives:

- Quantified objectives as follows:
 - Assist 16 lower income households with downpayment and closing cost assistance during the planning period (four at <50 percent AMI and 12 at 51-80 percent AMI).
 - County HCDS has a goal of assisting approximately 120 households with DCCA. This goal covers the entire Urban County program.
 - Refer residents to the County HCDS and the California Housing Finance Agency for assistance.

Timeframe: Annual flier circulation and monitoring and reporting throughout the planning period.

Program 6: Manufactured Home Fair Practices Program

The City regulates short-term space leases in mobile home parks and provides staff support to the Manufactured Fair Practices Commission, which holds biannual meetings. The program requires significant financial resources in administration and legal defense of the Ordinance. Through the City Attorney’s office, the City has defended or initiated many lawsuits to uphold the requirements of the Manufactured Home Rent Stabilization Program since 1998. To date, all of the City’s efforts to maintain the rent control system have been successful. The City will continue to attend the biannual Manufactured Fair Practices Commission and promote its services to residents.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Mobilehome Park Assessment Fees
- 2021-2029 Objectives:** Assist approximately 1,200 mobile home owners.
- Timeframe:** Ongoing implementation and annual monitoring and reporting throughout the planning period. Promote the services of the Manufactured Home Fair Practices Commission.

Program 7: Facilitate Affordable Housing Development

With limited funding, the City will rely on the following non-funding-related actions to encourage affordable housing production during the planning period:

- Collaborate with Affordable Housing Developers: Affordable housing developers work to develop, conserve and promote rental and ownership affordable housing. Particularly in relation to senior citizen housing, the affordable housing developer is often, but not always, a local organization interested in developing affordable housing. The City will continue to collaborate with affordable housing developers to identify potential sites, write letters of support to help secure governmental and private-sector funding, and offer technical assistance related to the application of City incentive programs (e.g., density bonus).
- Regulatory Concessions and Incentives: The City will continue to work with developers on a case-by-case basis to provide regulatory concessions and incentives to assist them with the development of affordable and senior housing. In a relatively small city like Santee, this is the most effective method of assisting developers, as each individual project can be analyzed to determine which concessions and incentives would be the most beneficial to the project’s feasibility. Regulatory concessions and incentives may include, but are not limited to, density bonuses beyond State requirements, required parking reductions, fee reductions or deferral, expedited permit processing, and modified or waived development standards, and optional onsite-amenities when within ¼ mile from public park or trail.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Department budget
- 2021-2029 Objectives:** To facilitate affordable housing development:
 - Maintain contact information for affordable housing developers for the purposes of soliciting their involvement in development projects in Santee.

- Participate with affordable housing developers to review available federal and State financing subsidies and apply as feasible on an annual basis.
- Review and revise the City’s Density Bonus Ordinance in 2021 to ensure consistency with State law.
- Achieve the development of 200 units affordable to lower and moderate income households (estimated based on 25 percent of the RHNA, and representing an improvement over the 150 affordable units achieved during the 2013-2021 Housing Element planning period).

Timeframe: Update list and contact information for affordable housing developers annually. Provide ongoing participation and assistance to interested affordable housing developers. Annual monitoring and reporting throughout the planning period.

Program 8: Supportive Services

The City assists homeless and other service providers in meeting the immediate needs of persons with special needs, including the homeless or near-homeless in Santee. Immediate need includes the provision of food, temporary shelter, health care, and other social services.

Responsible Agency: City of Santee Department of Development Services
Financing: CDBG
2021-2029 Objectives: Assist 1,800 persons with temporary shelter and supportive services during the planning period (300 meals for lower income seniors, and temporary shelter, food, and clothing for 1,500 lower income individuals and families affected by domestic violence).

Timeframe: Annually review and allocate funds to service provider through the HUD Annual Plan process. Annual monitoring and reporting throughout the planning process.

3. PROVIDING ADEQUATE SITES TO ACHIEVE A VARIETY OF HOUSING TYPES AND DENSITIES

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes, and prices. This is an important function in both zoning and General Plan designations.

Objective 5.0 Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents to the maximum extent possible.

Policy 5.1: Provide a variety of residential development opportunities in the City, ranging in density from very low density estate homes to medium-high and high density development.

Policy 5.2: Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, including extremely low income households, as well as housing suitable for the disabled, the elderly, large families, and female-headed households.

Policy 5.3: Require that housing constructed expressly for lower and moderate income households not be concentrated in any single area of Santee.

Policy 5.4: Encourage developments of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.

Policy 5.5: Ensure that all new housing development and redevelopment in Santee is properly phased in amount and geographic location so that City services and facilities can accommodate that growth.

Policy 5.6: Ensure that sites in the Residential Sites Inventory are available during the planning period by overriding the Gillespie Field ALUCP as appropriate.

Program 9: Inventory of Available Sites and Monitoring No Net Loss

Santee has been allocated a RHNA of 1,219 units for the 2021-2029 planning period (406 very low income, 200 low income, 188 moderate income, and 425 above moderate income units). With units entitled and under review, as well as anticipated ADUs, the City has adequate capacity for its moderate and above moderate income RHNA, with a remaining lower income RHNA of 605 units. To accommodate the City's remaining RHNA for lower income units and to foster additional residential growth in the City, the City will rezone 168 acres (28 parcels) within one-year of the adoption of the Housing Element as follows:

Table 41: Rezoning for RHNA			
Current Zone	Proposed Zone	Acreage	Parcels
POS/IL	POS/R-7	47.45	1
R-1	R-7	6.81	5
R-1A	R-7	13.93	5
R-2	R-7	4.61	4
TC-C	TC-R-14	8.61	1
TC-R-22	TC-R-14	14.06	2
TC-R-30	TC-R-14	22.15	1
IL	R-14	2.93	1
CG	R-22	3.25	1
R-2	R-22	4.80	1
R-7/GC	R-22	1.30	1
TC-O/I	TC-R-22	10.00	1
TC-C	TC-R-22	5.26	1
TC-C	TC-R-30	11.11	1
TC-O/I	TC-R-30	10.00	1
GC/IL	R-30	1.96	1
Total		168.23	28

To ensure that the City monitors its compliance with SB 166 (No Net Loss), the City will monitor the consumption of residential acreage to ensure an adequate inventory is available to meet the City’s RHNA obligations. To ensure sufficient residential capacity is maintained to accommodate the RHNA, the City will develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 65863. Should an approval of development result in a reduction of capacity below the residential capacity needed to accommodate the remaining need for lower income households, the City will identify and if necessary rezone sufficient sites to accommodate the shortfall and ensure “no net loss” in capacity to accommodate the RHNA.

The City will maintain an inventory of available sites for residential development and provide it to prospective residential developers upon request. The parcel-by-parcel inventory located in **Appendix C, Sites Inventory**, of this Housing Element.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Department budget
- 2021-2029 Objectives:** Maintain an inventory of the available sites for residential development and provide it to prospective residential developers upon request.
- Timeframe:** Rezone identified parcels within one year of the Housing Element Adoption; Continue to implement a formal evaluation procedure pursuant to Government Code Section 65863 to monitor the development of vacant and nonvacant sites in the sites inventory and ensure that adequate sites are available to meet the remaining RHNA by income category; Ongoing implementation and annual monitoring and reporting throughout the planning period.

Program 10: By-Right Approval of Projects with 20 Percent Affordable Units on “Reuse” Sites

Pursuant to AB 1397 passed in 2017, the City will amend the Zoning Ordinance to provide by-right approval of housing development in which the project proponent voluntarily includes 20 percent of the units as housing affordable to lower income households, on sites being used to meet the 6th cycle RHNA that represent “reuse sites” from previous Housing Element cycles. Explore by-right approval for any project providing more than 20 percent of units affordable to lower income households. The “reuse” sites are specifically identified in the inventory (see **Appendix C**).

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Department budget
- 2021-2029 Objectives:** Comply with AB 1397 to further incentivize development of housing on sites that have been available over one or more planning periods.
- Timeframe:** Update the Zoning Ordinance within one year of Housing Element adoption

Program 11: Accessory Dwelling Units (ADUs)

ADU is an important alternative option for affordable housing. To facilitate ADU development, the City Council approved to waive development impact fees for ADUs for five years effective September 2020. The City will also explore other options to further encourage the construction of ADUs in the community. Options to explore may include increased outreach and education, technical/resources guides online, pre-approved plans, larger unit square footage allowances and reduced setback and lot coverage standards in exchange for deed restrictions, among others.

- Responsible Agency:** City of Santee Department of Development Services
- Financing:** Department budget
- 2021-2029 Objectives:** Facilitate the development of 80 ADUs.
- Timeframe:** Explore other tools to facilitate ADU construction in 2022 and evaluate potential extension of fee waivers in 2024.

4. REMOVING GOVERNMENTAL CONSTRAINTS AS APPLICABLE

State law requires that housing elements address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

Objective 6.0: Reduce or remove government constraints to housing production and opportunity where feasible and legally permissible.

Policy 6.1: Promote efficient and creative alternatives to help reduce government constraints.

Policy 6.2: Provide incentives and regulatory concessions for affordable and special needs housing through implementation of the density bonus ordinance and other mechanisms.

Policy 6.3: Facilitate timely building permit and development plan processing for residential construction.

Policy 6.4: Balance the need to protect and preserve the natural environment with the need to provide additional housing and employment opportunities.

Policy 6.5: Approve residential uses if they meet use requirements, development criteria and design requirements of the General Plan and Municipal Code.

Program 12: Monitor Changes in Federal and State Housing, Planning, and Zoning Laws

State law requires that Housing Elements address, and where appropriate and legally **possible, remove governmental constraints to the maintenance, improvement, and** development of housing. The City will also continue to monitor federal and State legislation that could impact housing and comment on, support, or oppose proposed changes or additions to existing legislation, as well as support new legislation when appropriate. The City will also continue to participate in the SANDAG Technical Working Group and Regional Housing Working Group, which monitor State and Federal planning, zoning, and housing legislation. Special attention will be given by the City in the minimizing of governmental constraints to the development, improvement, and maintenance of housing.

The 2021-2029 Housing Element update identified the following governmental constraints to the development or maintenance of housing in Santee, and the City will continue to monitor its development process and zoning regulations to identify and remove constraints to the development of housing.

Emergency Shelters (AB 139, 2019):

- Establish parking requirements based on staffing level only.

Low Barrier Navigation Center (AB 101, 2019):

- Establish provisions for Low Barrier Navigation Centers (LBNC) as development by right in areas zoned for nonresidential zones (including mixed use zones as required by law) permitting multifamily uses if it meets specified requirements. A “Low Barrier Navigation Center” is defined as “a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing.”

Supportive Housing (AB 2162, 2019/AB 2988, 2020):

- Establish provisions for supportive housing. Projects of up to 120 units be permitted by right in zones where multi-family and mixed-use developments are permitted, when the development meets certain conditions, such as providing a specified amount of floor area for supportive services. The City may choose to allow projects larger than 120 units by right, as well. The bills also prohibit minimum parking requirements for supportive housing within ½ mile of a public transit stop.

Responsible Agency: City of Santee Department of Development Services

Financing: Department budget

2013-2021 Objectives: Monitor State and federal legislation as well as City development process and zoning regulations to identify and remove housing constraints.

Timeframe: Within one year of Housing Element adoption; Annual monitoring and reporting throughout the planning period.

5. AFFIRMATIVELY FURTHERING FAIR HOUSING

To make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of their special characteristics as protected under State and Federal fair housing laws.

Objective 7.0 Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 7.1: Prohibit discrimination in the sale or rental of housing with regard to characteristics protected under State and Federal fair housing laws.

Policy 7.2: Encourage the development of residential units that are accessible to disabled persons or are adaptable for conversion to residential use by disabled persons.

Policy 7.3: Reasonably accommodate persons with disabilities who seek waiver or modification of land use controls and/or development standards pursuant to procedures and criteria set forth in the Zoning Ordinance.

Policy 7.4: Accommodate emergency shelters, low barrier navigation center, transitional housing, supportive housing, residential care facilities, and community care facilities in compliance with State laws and City Zoning Ordinance.

Policy 7.5: Collaborate with jurisdictions to explore the merit of a multi-jurisdictional agreement for the provision of emergency shelters.

Policy 7.6: Continue active support and participation with the fair housing service provider to further spatial de-concentration and fair housing opportunities.

Program 13: Equal Housing Opportunity Services

The City of Santee supports fair housing laws and statutes. To promote equal opportunity, the City contracts with the Center for Social Advocacy (CSA) to provide fair housing services. The City participated in a regional assessment of impediments to fair housing choice in 2020. The City will continue to participate in the San Diego Regional Alliance for Fair Housing (SDRAFFH) and take actions to fair housing impediments. The City attends monthly SDRAFFH meetings with the other 17 cities, the County, and fair housing service providers, to address fair housing issues. The City distributes information on fair housing and refers fair housing questions and housing discrimination claims to its fair housing service provider.

As part of its contract with the City, the fair housing service provider will:

- Advocate for fair housing issues

- Conduct outreach and education
- Provide technical assistance and training for property owners and managers
- Coordinate fair housing efforts
- Assist to enforce fair housing rights
- Collaborate with other fair housing agencies
- Refer and inform for non-fair housing problems
- Counsel and educate tenants and landlords

Responsible Agency: City of Santee Department of Development Services; fair housing service provider

Financing: CDBG

2021-2029 Objectives: To affirmatively further fair housing, the City will:

- Continue to contract with a fair housing service provider to provide fair housing services to 500 residents of Santee over the 2021-2029 planning period.
- Participate in regional efforts to address fair housing issues and monitor emerging trends/issues in the housing market.
- Maintain the link on the City website providing information about fair housing services.
- Expand outreach and education of the State's new Source of Income Protection (SB 329 and SB 322), defining public assistance including HCVs as legitimate source of income for housing.
- Contract a fair housing service provider to conduct random testing on a regular basis to identify issues, trends, and problem properties. Specifically, upon release of the 2020 Census data, conduct random testing that reflects the City's changing demographics, if any.

Time Frame: Annual allocation of funds to fair housing service provider. Ongoing implementation of AI recommendations, as applicable to Santee. Annual monitoring and reporting throughout the planning period.

Appendix A: Public Participation

This Appendix contains information on the various public outreach efforts conducted during preparation of the 2021-2029 Housing Element. Public outreach was conducted in three separate ways, as outlined below. In addition, the City Council meeting on January 27, 2021 to review the draft Housing Element and to adopt this document was publicly noticed in the East County Californian and on the City's website.

A. Housing Element Workshops

The City Council held six Housing Element Workshops on the following dates to discuss focused topics regarding the Housing Element:

- October 9, 2019 – Presented the City Council with an overview of the Housing Element update process and new Housing laws.
- March 11, 2020 – Presented the City Council with the RHNA and Residential Sites Inventory, where the City Council had the opportunity to select or dismiss prospective housing sites.
- May 25, 2020 – Presented the City Council with affordable housing strategies, including the concept of inclusionary housing.
- June 24, 2020 – Presented City Council with additional information regarding inclusionary housing. Council directed staff to hold stakeholder meetings with affordable and market-rate housing developers for their input on a potential inclusionary housing program for the City.
- October 28, 2020 – Presented the City Council with summary of meetings with stakeholder groups on inclusionary housing and a survey on inclusionary housing. City Council directed staff to convene a workshop where they could engage directly with stakeholders.
- January 7, 2021 - Discussion between stakeholders and City Council on inclusionary housing.

B. Stakeholder Consultation

A request was made by City Council at the June 24, 2020 meeting to meet with housing stakeholders, including the San Diego Chapter of the Building Industry Association (BIA) for their input on inclusionary housing. Staff engaged with the BIA and on July 17, 2020, staff provided a PowerPoint presentation to their members on the City's exploration of a possible inclusionary housing ordinance. The BIA suggested not moving forward with an inclusionary program primarily because it would raise costs to potential homebuyers. After engaging the BIA, staff reached out to market-rate and affordable housing developers to participate in an Inclusionary Housing Committee. The Inclusionary Housing Committee held its first meeting on October 15, 2020 and consisted of representatives from the BIA, Bridge Housing, Cameron Brothers Company, City Ventures, Mirka Investments, the San Diego Housing Federation, Jamboree Housing Corporation, and Community Housing Works. As a precursor to the meeting, the Committee members were provided a survey with questions on the various aspects of inclusionary housing (see Survey Section below).

1. INCLUSIONARY HOUSING COMMITTEE FINDINGS

At the first Inclusionary Housing Committee meeting, staff provided the Committee with a presentation on the City's efforts to evaluate an inclusionary housing program as a tool for meeting some of its low-income housing production goals. The various components of an inclusionary housing program were discussed, including percentage requirements, applicability, on-site construction requirements, and in-lieu fees. There was consensus among the members that if the City were to move forward with an inclusionary housing program, the program should not mandate the on-site construction of units within a residential development and should allow for the payment of in-lieu fees. Market-rate developers mentioned the difficulty of selling affordable units to qualified individuals or families and affordable housing developers mentioned that many low-income households require supportive services that would not be provided within a market-rate development.

Based on the first Committee meeting and surveys responses received by October 28, 2020, the majority of the members suggested a 10 percent inclusionary housing requirement and making only those developments over 10 units in size subject to the requirement.

A common concern for many of the Committee members is the in-lieu fee, which is paid by housing developers as an alternative to providing affordable units on-site within the development. City Ventures, a market-rate housing developer, cited an example of one city setting an in-lieu fee so high that it resulted in no housing production for a number of years until the fee was reduced. As a counterpoint, Community HousingWorks, an affordable housing developer, mentioned that setting an in-lieu fee too low would not be very beneficial as it would not provide sufficient funds to generate any affordable housing within the City.

In order to determine what a reasonable in-lieu fee would be for Santee, a fee study would be needed. Based on initial outreach to various fiscal analysis firms, it is estimated that such a fee study would cost approximately \$37,500, an amount that has been appropriated in the currently adopted Budget. Should the Council decide to move forward with an inclusionary housing program, Staff would return to Council for a request to award funds once a firm is selected through a formal request-for-proposals (RFP) process.

The City Council was presented with a summary of meetings with stakeholder groups on inclusionary housing and a survey on inclusionary housing on October 28, 2020. City Council directed staff to convene a workshop where they could engage directly with stakeholders. The following is a list of those who were invited to the meeting.

Table A-1: Stakeholders List		
Organization	Contact	Services
Alpha Project	Kyla Winters	Homeless
BIA	Mike McSweeney	Market-Rate Housing
BRIDGE Housing	Damon Harris	Affordable Housing
California Housing Consortium	Ray Pearl	Market-Rate Housing
Cameron Bros	Jim Moxham	Market-Rate Housing
City Ventures	Michelle Thrakulchavee	Market-Rate Housing
Community HousingWorks	Mary Jane Jagodzinski	Affordable Housing
Habitat for Humanity	Karen Begin	Affordable Housing
Jamboree Housing	Michael Massie	Affordable Housing
MirKa Investments LLC	Bob Cummings	Housing Investor
Pacific SW Association Realtors	Robert Cromer	For-sale Housing
Regional Task Force Homeless	Kris Kuntz	Homeless
San Diego Housing Federation	Laura Nunn	Affordable Housing
Veronica Tam & Associates, Inc	Veronica Tam	Housing Consultant
Wiese and Associates	Erik Wiese	Broker

2. STAKEHOLDER SURVEYS

As mentioned above, stakeholders were surveyed. The survey questions the City asked and their answers are shown on the following pages.

Inclusionary Housing Survey

City of Santee

10601 Magnolia Ave,
Santee, CA 92071



The City of Santee is evaluating the potential for adopting an inclusionary housing program as part of its current Housing Element update. Please complete the following Inclusionary Housing Survey based on your organization's experience with housing. Thank you for your time.

Definition: Inclusionary housing programs require developers to provide a certain number of deed-restricted affordable units in a new rental or for-sale residential project or pay a fee in-lieu of providing the units in the development. The funds collected from in-lieu fees can be used by the City to provide or subsidize new affordable housing or preserve existing affordable housing through rental assistance programs.

Organization Name: _____ Contact Person: _____ Date: _____

1. *My understanding of inclusionary housing is:*

- None Limited General Good

2. *Inclusionary housing is a good tool for developing affordable housing:*

- Disagree Disagree somewhat Agree somewhat Agree

3. *An inclusionary housing program should include a requirement to build affordable units as part of a development:*

- Disagree Disagree somewhat Agree somewhat Agree

4. *An inclusionary housing program should include the option to pay a fee in lieu of providing affordable units as part of a development:*

- Disagree Disagree somewhat Agree somewhat Agree

5. *An inclusionary housing program should include the following percentage of affordable units in a new housing development:*

-
- 0% 5% 10% 15%

6. *An inclusionary housing program should be applicable to developments over:*

-
- 2 units 3 units 5 units 10 units

7. *An inclusionary housing program should be targeted to those households earning the following percentages of the area median income (AMI):*

-
- 40% or less 60% or less 80% or less 120% or less

8. *Comments:*

[Add your comments here.]

Thank you very much for taking the time to complete this survey. Your feedback is valued and very much appreciated!

Response Summary:

1. My understanding of inclusionary housing is:		
none	0	0%
limited	0	0%
general	1	20%
good	4	80%
Total	5	100%
2. inclusionary housing is a good tool for developing affordable housing		
Disagree	2	40%
Disagree somewhat	0	0%
Agree somewhat	3	60%
Agree	0	0%
Total	5	100%
3. An inclusionary housing program should include a requirement to build affordable units as part of a development:		
Disagree	3	60%
Disagree somewhat	1	20%
Agree somewhat	1	20%
Agree	0	0%
Total	5	100%
4. An inclusionary housing program should include the option to pay a fee in lieu of providing affordable units as part of a development:		
Disagree	2	40%
Disagree somewhat	1	20%
Agree somewhat	1	20%
Agree	1	20%
Total	5	100%
5. An inclusionary housing program should include the following percentage of affordable units in a new housing development:		
0%	2	40%
5%	0	0%
10%	2	40%
15%	1	20%
Total	5	100%
6. An inclusionary housing program should be applicable to developments over:		
2 units	0	0%
3 units	0	0%
5 units	1	25%
10 units	3	75%
Total	4	100%

7. An inclusionary housing program should be targeted to those households earning the following percentages of the area median income (AMI):		
40% or less	0	0%
60% or less	1	25%
80% or less	1	25%
120% or less	2	50%
Total	4	100%

8. Comments

Respondent 1

As touched on in answer #7, Housing is the only item in the marketplace which government requires the producer of the product to subsidize their product for low income users (customers). Society finds ways to subsidize utilities, cell phones, food, by imposing a small fee on ALL users of the service or by direct public subsidization from tax subsidies (farm subsidies). For a successful subsidized home (shelter) program your City should identify a broad-based funding source and not “tax the producer” as the funding solution.

Respondent 2

I question whether economically viable on 10 units or less. The inclusionary housing component should be over and above allowable maximum density. For example, at 30 units to the acre on 3 acres the developer could build 90 conventional units and add 9 affordable units for a total of 99 units.

Respondent 3

Hello!

Regarding Question 6 above, it is my opinion that an inclusionary housing program should not be required or mandated on new development. Should a developer wish to include inclusionary housing within its project, then incentives should be granted. In other words, incentivize a developer to include inclusionary housing so that it is a win-win for both the jurisdiction (i.e. income-restricted affordable units are produced) and the developer (i.e. the project will be economically feasible). Incentives can include things like reduced setbacks, reduced parking standards, increased height, increased density, reduced impact fees, project entitlement streamlining, etc.

Regarding Question 7 above, in the event of an inclusionary housing program, the targeted AMI should depend on the type of product being proposed for development. For example, it is not financially feasible to provide affordable units within a for-sale project where those units are targeted to households earning less than 80% of the area median income. In San Diego County, the current median income is \$92,700. At 80%, the income for a family of four is \$74,160 per year. After accounting for mortgage interest, PMI (private mortgage insurance), property tax, utilities, and HOA, the max purchase price on the sale of that home cannot exceed \pm \$228,000 as the monthly housing expense for that family cannot exceed 30% of that family’s yearly income. After accounting for the cost of the land, the cost to develop, the cost to build, and the fees paid to the City and other governmental agencies, the developer would actually be losing money on the construction and sale of that affordable unit. The loss to the developer is only exacerbated when the percentage of AMI required is lower.

Below in italics is a statement borrowed from the Building Industry Association's Orange County Chapter Board of Directors, of which I have previously served on. I echo the statement made below.

“Our position is that Housing remains a critical issue in California with the situation growing more serious with each passing day. Studies show that the State needs over 180,000 new units each year and at best we are producing 80,000. This has caused a cascading spike in home prices across the region. With this ever-growing deficit, we need to have an honest conversation about Inclusionary Zoning Policies. In total, such policies restrain housing production, increase ownership costs, and further complicate attainability for the majority of the region. In a study by Benjamin Powell, Ph.D. and Edward Stringham, Ph.D., titled, Housing Supply and Affordability: Do Affordable Housing Mandates Work?, the authors discovered that in the 45 cities where data was available, new housing production drastically decreased by an average of 31% within one year of adopting inclusionary housing policies. Additionally, the study suggests that inclusionary housing policies can increase new housing costs by \$22,000 to \$44,000, with higher priced markets increasing by \$100,000. Supporting these conclusions is a recent report from the Legislative Analyst's Office titled Perspectives on Helping Low-Income Californians Afford Housing. In this report, it states that “attempting to address the state's affordability challenges primarily through expansion of government programs likely would be impractical.” Further, that “extending housing assistance to low-income Californians who currently do not receive it – either through subsidies for affordable units or housing vouchers – would require an annual funding commitment in the low tens of billions of dollars. As such it finds that “many housing programs – vouchers, rent control, and inclusionary housing – attempt to make housing more affordable without increasing the overall supply of housing. This approach does very little to address the underlying cause of California's high housing costs: a housing shortage.””

Respondent 4

Inclusionary housing is one tool to help promote the development of affordable housing. There are a lot more options that can be just as effective, primarily the political will to develop affordable projects.

Respondent 5

As an affordable housing provider, I can tell you affordable units are produced most during healthy market rate production. Any requirement should be incentive based.

Appendix B: Accomplishments under Adopted Housing Element

Government Code Section 65588(a) requires each jurisdiction to review its housing element as frequently as appropriate to evaluate:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal;
- The effectiveness of the housing element in attainment of the community's housing goals and objectives; and
- The progress of the city, county or city and county in implementation of the housing element.

This appendix documents the City's achievements under the 2013-2021 Housing Element with respect to the actions and objectives contained therein. Based on the relative success of the City's efforts in implementing the 2013 programs, recommendations for program modifications are provided for the 2021-2029 Housing Element Update. Table B-1 identifies these housing programs and provides a summary of accomplishments during the 2013-2021 Housing Element cycle. Table B-2 presents quantified accomplishments during this period.

Table B-1: Summary of Program Accomplishments 2013 through 2021⁷

Program (2013-2021)	Objectives	Evaluation and Continued Appropriateness for 2021-2029 Housing Element
Program 1: Code Enforcement	Continue to implement Municipal Codes (Titles 15 and 17), the 2016 California Building Code and Uniform Housing Code.	<p>The Department of Development Services and Code Enforcement implemented the Municipal Code, the California Building Code and the Uniform Housing Code by issuing notices of violations and fines for all violations reported to the City. Between 2013 and 2019, Code Enforcement made over 4,750 inspections, opened 1,253 cases, closed 3,313 cases, and referred 29 cases to the City Attorney's Office.</p> <p><i>Continued Appropriateness: Modified or removed</i> The 6th cycle Housing Element specifies housing programs with specific actions, measurable objectives, and timelines. This program may be removed as a Housing Element program or modified with specific actions to improve housing conditions.</p>
Program 2: Mobile Home Conversion Regulations	Assess the impact of the loss of affordable housing opportunities through implementation of mobile home conversion regulations.	<p>No mobile home conversions occurred between the 2013 and 2019 period.</p> <p><i>Continued Appropriateness: Modified and combined with Mobile Home Park Assistance program</i> Conversion of mobile home parks must adhere to regulations monitored by the State Department of Housing and Community Development.</p>
Program 3: Minor Home Improvement Loans	Assist 10 lower income homeowners annually through funding service providers that provide home security devices and minor home repairs.	<p>The City has contracted with Lutheran Social Services' Caring Neighbors program to provide this service to Santee seniors to accomplish this program. An average of 66 seniors were assisted annually during 2013-2019 period (459 total). In addition, CDBG recipient Home of Guiding Hands rehabilitated 12 homes during this period.</p> <p><i>Continued Appropriateness: Modified and continued</i> Due to lack of funding, City will no longer be implementing this program.</p>

⁷ The table reflects the accomplishments from FY2013 to FY2019. Pending FY 2020 accomplishments.

Table B-1: Summary of Program Accomplishments 2013 through 2021⁷

Program (2013-2021)	Objectives	Evaluation and Continued Appropriateness for 2021-2029 Housing Element
<p>Program 4: Conservation of Existing and Future Affordable Units</p>	<p>Monitor the status of the 309 at-risk units at Carlton Country Club Villas and Woodglen Vista. The City of Santee will work with property owners, interest groups and the State and federal governments to implement the following programs on an ongoing basis to conserve its affordable housing stock.</p>	<p>The City did not receive notice of intent to opt out as affordable housing between 2013 and 2019. The Woodglen Vista Apartments and the Carlton Country Club Villas were refinanced and the affordability period extended in 2017 and 2018 (respectively).</p> <p>In 2015, the City approved the expansion of the Cameron Estates Mobile Home Park with the addition of 16 more mobile homes to this park.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will update the inventory of at-risk housing and include specific actions to monitor and preserve at-risk housing projects.</p>
<p>Program 5: Housing Choice Voucher Program</p>	<p>Continue to contract with the San Diego County Housing Authority to administer the Housing Choice Vouchers Program and assist approximately 2,400 extremely low and very low income households during the planning period. Promote the Housing Choice Vouchers program on City website. Support the County Housing Authority’s applications for additional voucher allocations and efforts to maintain and expand voucher use in the City.</p>	<p>Santee is among 12 cities served by the Housing Authority of the County of San Diego. An average of 570 households per year received Housing Choice Vouchers during the 2013 to 2019 period (2,177 total), with the highest single year being 2013 with 361 vouchers offered.</p> <p>According to the County Housing Authority, as of December 31, 2019, 285 households were using a Housing Choice Voucher to help pay for rent in the City of Santee and 1,745 applications submitted by Santee residents were recorded on a waiting list.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will include a program to promote HCVs and also to educate the public regarding the source of income protection under new State law that requires rental property owners to regard public assistance as a legitimate source of income.</p>
<p>Program 6: Mobile Home Park Assistance Program</p>	<p>Circulate fliers to existing mobile home renter parks periodically. Co-sponsor MPAP applications as opportunity arises.</p>	<p>No parks were at risk of converting between 2013 and 2019.</p> <p><i>Continued Appropriateness: Modified and combined with Mobile Home Conversion Regulations</i> The 6th cycle Housing Element will include a program to provide financial and technical assistance to mobile home park residents who wish to purchase their mobile home parks and convert the parks to resident ownership.</p>

Table B-1: Summary of Program Accomplishments 2013 through 2021⁷

Program (2013-2021)	Objectives	Evaluation and Continued Appropriateness for 2021-2029 Housing Element
Program 7: First Time Homebuyer Program	Assist 40 lower income households with downpayment and closing cost assistance during the planning period (Seven at <50 percent AMI and 33 at 51-80 percent AMI).	<p>The program did not meet its goal of assisting 40 lower income homebuyers (5 homebuyers annually); however, the City was able to originate 14 loans between 2013 and 2019. The reduction in first-time homebuyer assistance was possibly be due to higher home prices. At higher home prices, low-income buyers have difficulty staying below the maximum housing debt ratio of 38 percent.</p> <p><i>Continued Appropriateness: Modified and combined with homeownership assistance programs</i></p> <p>With limited funding and rising home prices, the ability of the City to provide homebuyer assistance would be limited. The 6th cycle Housing Element will include a program that outlines various resources available.</p>
Program 8: San Diego County Regional Mortgage Credit Certificate Program	Facilitate the provision of 24 MCCs during the planning period (eight at <80 percent AMI and 16 at 80-120 percent AMI). Continue to promote the MCC program by notifying eligible applicants to other City programs and providing information on the City's website.	<p>During the 2013-2019 period, 11 Santee residents received MCCs. Affordable Housing Applications, Inc. administered the program from 2013 to 2016. The San Diego Housing Commission administered the MCC program for the City of Santee on behalf of the County of San Diego from 2017 to 2018. The California Housing Finance Agency (CalHFA) administered the MCC program in the County of San Diego for all cities except for the City of San Diego in the subsequent years.</p> <p><i>Continued Appropriateness: Modified and combined with homeownership assistance programs</i></p> <p>With limited funding and rising home prices, the ability of the City to provide homebuyer assistance would be limited. The 6th cycle Housing Element will include a program that outlines various resources available.</p>
Program 9: Manufactured Home Fair Practices Program	Assist approximately 1,200 mobile homeowners. The City regulates space rents in mobile home parks and provides staff support to the Manufactured Home Fair Practices Commission, which holds biannual meetings. The program requires significant financial resources in administration and legal defense of the Ordinance.	<p>The Manufactured Home Fair Practices Commission met biannually each year of the 2013-2020 period to hear comments from park residents and owners and provide direction to staff.</p> <p><i>Continued Appropriateness: Modified and continued</i></p> <p>The 6th cycle Housing Element will include a modified program that promotes the services of the Manufactured Home Fair Practices Commission.</p>

Table B-1: Summary of Program Accomplishments 2013 through 2021⁷

Program (2013-2021)	Objectives	Evaluation and Continued Appropriateness for 2021-2029 Housing Element
Program 10: Facilitate Affordable Housing Development	Collaborate with developers of affordable housing over the planning period to facilitate the construction of 62 affordable units over the planning period (Two extremely low income, five very low income, 35 low income, and 20 moderate income units)	<p>Between 2013 and 2019, 49 deed restricted units were permitted (10 very low income, 37 low income, and 2 moderate income).</p> <p>No requests were received during the 2013-2020 period.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will include an updated program to facilitate affordable housing, including resources and incentives available to the City.</p>
Program 11: Supportive Services	Assist 1,000 persons with temporary shelter and supportive services during the planning period (400 meals for lower income seniors, case management for 200 lower income seniors, and temporary shelter, food, and clothing for 400 lower income individuals and families affected by domestic violence).	<p>The City has contracted with Crisis House to provide a Homeless Prevention and Intervention program. An average of 207 people per year were assisted through this program from 2013-2019 (1,511 total). The City also contributed CDBG funding to the Meals-on-Wheels program, which provides two meals per day to homebound seniors; an average of 109 seniors were assisted annually between 2017 and 2019 (328 total). In addition, the City provides CDBG funding to the Santee Food Bank, which assisted an average of 12,819 persons per year (38,457 persons total) between 2017 and 2019.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will include a program to identify the range of supportive services needed in the community and resources available to address these needs.</p>
Program 12: Inventory of Available Sites	Maintain an inventory of the available sites for residential development and provide it to prospective residential developers upon request.	<p>An inventory of available sites for residential development is maintained by the City and is available to prospective residential developers by City staff upon request.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will include an updated sites inventory to accommodate the new Regional Housing Needs Assessment (RHNA), estimated at 1,219 units. The new sites inventory will reflect the rezoning and upzoning of properties completed to accommodate the RHNA.</p>
Program 13: Lot Consolidation Incentives	Update the Zoning Ordinance and/or Subdivision Ordinance to include lot consolidation incentives.	<p>The City is completing a comprehensive update to its Municipal Code and in the coming year, the City will develop strategies for lot consolidation and draft an ordinance that encourages lot consolidation.</p> <p><i>Continued Appropriateness: Modified and continued</i> The 6th cycle Housing Element will not include a lot consolidation program as this program.</p>

Table B-1: Summary of Program Accomplishments 2013 through 2021⁷

Program (2013-2021)	Objectives	Evaluation and Continued Appropriateness for 2021-2029 Housing Element
Program 14: Monitoring of Residential Capacity (No Net Loss)	Develop and implement a formal evaluation procedure pursuant to Government Code Section 65863.	Development Services staff continue to monitor all proposed development projects for potential effects on RHNA inventory. <i>Continued Appropriateness: Modified</i>
Program 15: Farm Worker Housing	Review and revise the Zoning Ordinance to address compliance with Health and Safety Code Sections 17021.5 and 17021.6.	This program was accomplished on 2016. Section 17.10.03.F of the Zoning Ordinance has been updated to allow farm worker housing in residential zones. <i>Continued Appropriateness: Completed</i> The 6 th cycle Housing Element will include an updated program to identify other Zoning Code amendments required to comply with new State laws, such as Low Barrier Navigation Center, Emergency Shelters and Supportive Housing, Accessory Dwelling Units, and Density Bonus for 100 Percent Affordable Housing.
Program 16: Monitor Changes in Federal and State Housing, Planning, and Zoning Laws	Monitor State and federal legislation as well as City development process and zoning regulations to identify and remove housing constraints.	Staff planners and attorneys continually monitor state and federal law. As an example, the City is requiring "No Net Loss" of low and moderate income residential units identified in the Housing Element, in accordance with Senate Bill 166 (SB166). <i>Continued Appropriateness: Combined with new program for affordable housing development.</i>
Program 17: Equal Housing Opportunity Services	Continue to contract with a fair housing service provider to provide fair housing services to 500 residents of Santee over the 2013-2021 planning period. Participate in regional efforts to update the AI every five years. Maintain the link on the City website providing information about fair housing services.	Fair housing provider CSA of San Diego County assisted an average of 58 Santee residents (439 total) between 2013 and 2019. The City also participated in the 2015-2019 and 2020-2024 updates of the San Diego County Regional Analysis of Impediments (AI). <i>Continued Appropriateness: Modified and continued</i> Pursuant to new State law, the 6 th cycle Housing Element will include a program to actively further fair housing choice in the City.

Table B-2: Housing Element Accomplishments

(Calendar Years 2013 through 2020)

Housing Assistance Type	Objectives	2013	2014	2015	2016	2017	2018	2019	2020	Total
Housing Units Constructed										
Very Low Income 30-50% AMI	914	10	0	0	0	0	0	0		10
Low-Income 50-80% AMI	694	41	0	0	2	0	0	0		43
Moderate Income 80-120% AMI	462	80	0	0	0	16	0	1		97
Above Moderate Income +120% AMI	1,410	368	175	5	50	128	157	114		997
Total	3,660	499	175	5	52	144	157	115		1,147
Housing Units Conserved										
Section 8 At-Risk	309	309	309	309	309	309	309	309		309
Housing Units Rehabilitated										
Rehabilitation Loans	80	2	2	2	2	2	2	0		12
Rental Assistance										
Housing Choice Vouchers	2,400	361	344	333	286	284	284	285		2,077

Appendix C: Sites Inventory

Table C-1 starting on page C-2 presents a detailed list of parcels used in Section 4, Housing Resources, to demonstrate that the City has adequate capacity to accommodate the 2021-2029 RHNA. Figure C-1 provides the geographic location of the parcels within Santee.

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
Lower Income Sites								
15*	38104036 Walmart	TC-R-22	22	5.26	115	TC-C	Vacant site in town center (opportunity site due to high density allowed and near transit). To be rezoned from commercial (TC-C) to residential use (TC-R-22). Maximum allowable density to be 30 du/ac. Privately owned. Half mile to park, town center, Sprouts across street, in high resource area in TCAC/HCD opportunity map.	Vacant
16A*	38105082 Parcel 6 Portion	TC-R-30	30	11.11	333	TC-C	Vacant site in town center (opportunity site due to high density allowed and near transit). To be rezoned from commercial (TC-C) to residential use (TC-R-30). Minimum and maximum allowable density to be 30 du/ac. Privately owned. Across the street from park, half mile to town center services, 128 unit (Cornerstone) built across street on Northern end, in high resource area in TCAC/HCD opportunity map.	Vacant
20A*	38105081 9200 Magnolia Ave	TC-R-22	22	10.00	220	TC-O/I	Underutilized site with Polo Barn structure in town center (opportunity site due to high density allowed and near transit). To be rezoned from TC-O/I to residential use (TC-R-22). Maximum allowable density to be 30 du/ac. County owned. Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map.	Nonvacant
20B*	38105081 9200 Magnolia Ave	TC-R-30	30	10.00	300	TC-O/I	Underutilized site with Polo Barn structure in town center (opportunity site due to high density allowed and near transit). To be rezoned from TC-O/I to residential use (TC-R-30). Minimum and maximum allowable density to be 30 du/ac. County owned. Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map.	Nonvacant

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
21 ^{PC}	38410616 8942 1 st St	TC-R-22	22	0.60	13	N/A	Underutilized site with single-family home in town center (opportunity site due to high density allowed and near transit). Maximum allowable density is 30 du/ac. Privately owned. Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map. Owner expressed interest in MF housing, City in discussion with Habitat for Humanity, have site plans for it.	Nonvacant
22*	38447009 Rockvill St	R-30	30	1.96	58	GC/IL	Vacant site to be rezoned from GC/IL to R-30. Minimum and maximum allowable density to be 30 du/ac. Privately owned. Proposal for workforce housing on site; 59 units on proposal. Slightly over half mile from park, ~ one mile from town center, in moderate resource area according to TCAC/HCD opportunity map.	Vacant
24*	38416204 9953 Buena Vista Ave	R-22	22	4.80	105	R-2	Underutilized site with one single-family home. To be rezoned from R-2 to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from town center, ~half mile to park, moderate resource area TCAC/HCD opportunity map. Owner has tried to develop before; Previous offer from Navy for workforce housing.	Nonvacant
29*	38630031 7737 Mission Gorge Rd	R-22	22	3.25	64	GC	Underutilized commercial lot to be rezoned from GC to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from trails, <1 mile from elementary school and park, in high resource area TCAC/HCD opportunity map. Currently an application to build 88 townhouses on site. Owner support upzone because have ran into density issues in past efforts to develop	Nonvacant

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
30*, PC	38630009 8714 Starpine Dr	R-22	22	1.30	28	R-7/GC	Underutilized site with one single-family home. To be rezoned from R-7/GC to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from trails, less than one mile from elementary school/park, in high resource area TCAC/HCD opportunity map	Nonvacant
31 ^{PC}	38306103 7980 Mission Gorge Rd	R-22	22	5.23	80	N/A	Underutilized site with one single-family home. Maximum allowable density is 30 du/ac. Privately owned. Half mile from trail, park, and elementary school, high resource area TCAC/HCD opportunity map.	Nonvacant
32 ^{PC}	38306101 7950 Mission Gorge Rd	R-22	22	0.95	20	N/A	Underutilized site with one single-family home. Maximum allowable density is 30 du/ac. Privately owned. Half mile from trail, park, and elementary school, high resource area TCAC/HCD opportunity map.	Nonvacant
Lower Income Sites Subtotal				54.46	1,336			
Moderate Income								
16B*	38105082 Parcel 6 Portion	TC-R-14	14	8.61	120.	TC-C	Vacant site to be rezoned from TC-C to TC-R-14. Privately owned. Zoning would be consistent with adjacent residential development.	Vacant
17*, PC	38105118 Cottonwood Ave	TC-R-14	14	22.15	279	TC-R-30	Vacant site to be rezoned from TC-R-30 to TC-R-14. County owned. New zoning more realistic for area (reduce parking/traffic issues), new density consistent with density allowed North of River.	Vacant
18*, PC	38105117 Cottonwood Ave	TC-R-14	14	11.71	98	TC-R-30	Vacant site to be rezoned from TC-R-30 to TC-R-14. County owned. New zoning more realistic for area (reduce parking/traffic issues), new density consistent with density allowed North of River.	Vacant
19*, PC	38103208 Park Center Dr	TC-R-14	14	2.35	32	TC-R-22	Vacant site to be rezoned from TC-R-22 to TC-R-14. Privately owned.	Vacant
23	38414211 10952 Sunset Trl	R-14	14	1.24	17	N/A	Underutilized site with 2 single family homes built in 1942. Privately owned.	Nonvacant

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
25*	38402007 8801 Olive Ln	R-14	14	2.93	41	IL	Underutilized site to be rezoned from IL to R-14. Privately owned. Adjacent to residential zone; development across the street approved at 16 du/ac. In airport zone 2, need to cap at 16 du/acre.	Nonvacant
Moderate Income Sites Subtotal				48.99	587			
Above Moderate								
1*	37819001 10939 Summit Ave	R-7	7	4.65	29	R-1A	Underutilized site with single-family home built in 1974. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
2*	37818010 11009 Summit Ave	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1968. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
3*	37818009 11025 Summit Ave	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1948. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
4*	37818008 11041 Summit Ave	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1963. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
5*	37818007 11059 Summit Ave	R-7	7	2.32	11	R-1A	Underutilized site with single-family home built in 1940. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
6*	37818029 10215 Summit Crest Dr	R-7	7	1.16	8	R-1A	Underutilized site with single-family home built in 1989. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
7*	37821021 11010 Summit Ave	R-7	7	1.15	8	R-1A	Underutilized site with single-family home built in 1980. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant

Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
8*	37821020 11020 Summit Ave	R-7	7	1.02	7	R-1A	Underutilized site with single-family home built in 1975. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
9*	37818028 11115 Summit Ave	R-7	7	1.16	8	R-1A	Underutilized site with single-family home built in 1970. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
10*	37818020 11129 Summit Ave	R-7	7	2.32	11	R-1A	Underutilized site with single-family home built in 1950. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right of way.	Nonvacant
11*	38103107 9945 Conejo Rd	R-7	7	1.19	8	R-2	Underutilized site with single-family home built in 1958. To be rezoned from R-2 to R-7. Privately owned. Upzone would be consistent with surrounding development.	Nonvacant

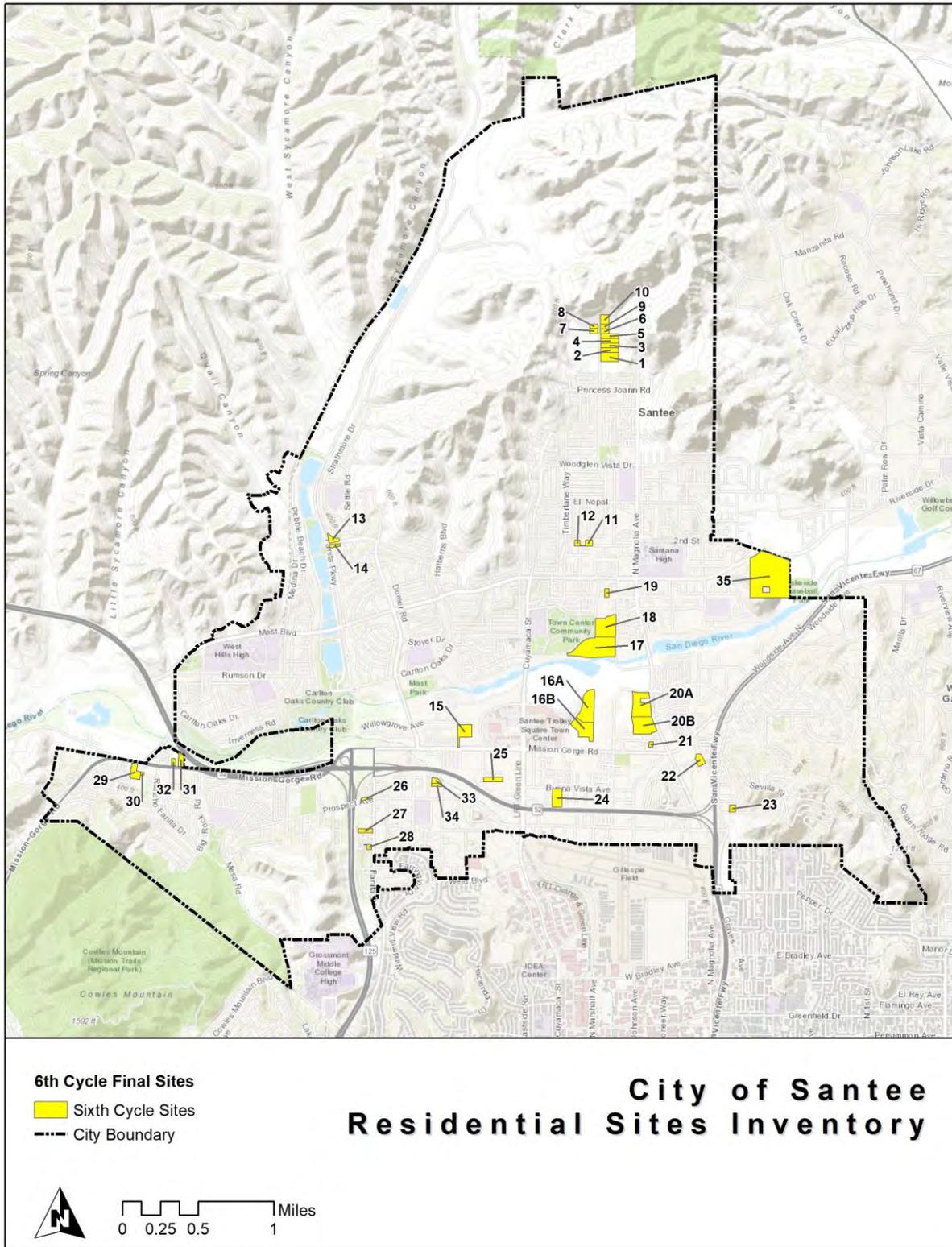
Table C-1: Sites Inventory

Map ID #	APN / Address	Land Use Designation/ Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
12*	38169028 9960 Conejo Rd	R-7	7	0.86	6	R/2	Underutilized site with single-family home built in 1953. To be rezoned from R-2 to R-7. Privately owned. Upzone would be consistent with surrounding development. Property owner interested in developing in the past and has restricted due to zoning.	Nonvacant
13*	38003118 Lake Canyon Rd	R-7	7	1.67	11	R-2	Vacant site to be rezoned from R-2 to R-7.	Vacant
14*	38003118 Lake Canyon Rd	R-7	7	0.89	6	R-2	Vacant site to be rezoned from R-2 to R-7.	Vacant
26 ^{PC}	38349056 Prospect Ave	R-7	7	0.72	4	N/A	Vacant site. Privately owned. Properly zoned.	Vacant
27 ^{PC}	38619217 8572 Fanita Dr	R-7	7	1.73	12	N/A	Underutilized site with single-family home built in 1950. Has dilapidated street/incomplete sidewalk. Privately owned. Properly zoned.	Nonvacant
28	38669038 8504 Fanita Dr	R-7	7	0.68	4	N/A	Vacant site along dilapidated street/incomplete sidewalk. Privately owned. Properly zoned.	Vacant
33 ^{PC}	38401115 8750 Atlas View Dr	R-7	7	1.85	9	N/A	Underutilized site with single family home built on 1958. Privately owned. Properly zoned.	Nonvacant
34 ^{PC}	38401255 8742 Atlas View Dr	R-7	7	0.91	6	N/A	Underutilized site with single family home built on 1954. Privately owned Properly zoned.	Nonvacant
35*	37903031 Mast Blvd	POS/R-7	7	47.45	122	POS/IL	Vacant site to be rezoned from POS/IL to POS/R-7. Site has not been used as LI for 10 years; City has received pre-application from owner for MFR project in LI.	Vacant
Above Moderate Sites Subtotal				78.69	312			
Sites Inventory Total				182.14	2,235			

Asterisk (*) denotes sites that will be rezoned.

PC denotes sites that appeared in the Previous Cycle (5th cycle).

Figure C-1: Residential Sites Inventory



Appendix D: Undeveloped/ Underutilized General Industrial (IG) Sites

The City revised the Zoning Ordinance in January 2013 to allow emergency shelters within the General Industrial (IG) zone with a ministerial permit pursuant to SB 2 enacted in 2007. The amendment allows owners of property within the IG zone to develop sites with emergency shelter in accordance with State law. The IG zone covers approximately 111 acres on 130 parcels in Santee. Vacant or underutilized parcels within the IG zone are presented in Table D-1. See Figure D-1 on the next page for parcel locations on Woodside Avenue North.

Table D-1: Undeveloped/Underutilized General Industrial (IG) Parcels		
Parcel Number	Acreage	Existing Uses/Improvements
384-190-10	0.15	OUTDOOR STORAGE/ASPHALT
384-180-50	0.78	OUTDOOR STORAGE/ASPHALT
384-180-27	0.69	OUTDOOR AND FLEET STORAGE/ASPHALT
384-180-20	0.19	UNDEVELOPED/UNIMPROVED
384-180-13	0.59	OUTDOOR AND FLEET STORAGE/ASPHALT
384-261-20	0.71	OUTDOOR STORAGE/ASPHALT
TOTAL	3.11	
Source: City of Santee, 2020.		

These parcels are considered underutilized because they are currently vacant or being used for outdoor storage or fleet storage with limited or no site improvements. The undeveloped and underutilized IG-zoned parcels have adequate capacity to accommodate an emergency shelter that could serve at least 25 homeless individuals (identified unsheltered homeless population in Santee in January 2020) or at least one year-round emergency shelter.

City of Santee
COUNCIL AGENDA STATEMENT

Item 8

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE STREET RIGHT-OF-WAY CONCRETE REPAIR AND REPLACEMENT WORKSHOP – CONSIDERATION OF POTENTIAL COST RECOVERY FOR REPAIRS TO CITY INFRASTRUCTURE CAUSED BY PRIVATE PROPERTY TREE ROOT INTRUSION

DIRECTOR/DEPARTMENT Melanie Kush, Development Services 

SUMMARY City Council accepted the Citywide Concrete Repair Program 2020 on July 22, 2020 for a total contract amount of \$177,453. The costs to replace damaged curbs, gutters and sidewalks as a result of root intrusion by trees was \$99,287 or 56% of the total contract. Many of these trees are parkway trees (trees planted in the area between the sidewalk and curb) owned and maintained by the City, some are within home owners' associations (HOAs), some are within landscape maintenance districts (tax districts used to fund landscaping by city forces) and some are private property trees. Private property tree damage accounted for \$17,000 or 10% of the contract.

Trees in Santee were historically planted in many different fashions by residents, developers, and the City over many years. Over the last few years the City has adopted procedures to prevent further damage as new trees are planted. These include requiring root barriers, using an approved tree list, and planting the proper trees in suitable locations.

Historically the City has not pursued cost recovery for damage caused by private property trees. The City has repaired, ramped or replaced curbs, gutters and sidewalks with Public Services staff or through as-needed concrete repair contracts. There appears to be an increase in the number of damaged sidewalks caused by private tree root intrusion as trees have aged. Staff is presenting this workshop to discuss the impacts of private tree damage and provide options for City cost recovery when repairs are undertaken by the City.

Staff is presenting three options for City Council consideration;

1. Continue to cover the costs of the temporary and permanent repairs completed by City and contracted forces, and continue to require private property owners to remove the suspected trees causing damage at their cost.
2. Require residents to share in the cost of infrastructure repairs. This could include paying for half of the repair costs, while the City completes the temporary repairs.
3. Require the residents to complete the infrastructure repairs at their sole cost. Santee would still conduct temporary repairs and would request residents secure permits, insurance and a licensed contractor to complete the repairs. If residents are non-responsive, the code enforcement process could be used for abatement similar to the brush management processes.

All three options can be implemented in conformance with current Santee Municipal and Streets and Highway Code which currently require private property owners to maintain the sidewalks.

ENVIRONMENTAL REVIEW This is a workshop, not subject to CEQA pursuant to Section 15306, titled "Information Collection".

FINANCIAL STATEMENT The City can potentially reduce the amount of Gas Tax funding programmed for concrete repair depending on the chosen direction to staff.

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION  Provide direction to staff to either pursue cost recovery of damages through options 2 or 3 or continue with current procedures to cover the repair costs with existing funding.

ATTACHMENTS Staff Report

STAFF REPORT

STREET RIGHT-OF-WAY CONCRETE REPAIR AND REPLACEMENT WORKSHOP – CONSIDERATION OF POTENTIAL COST RECOVERY FOR REPAIRS TO CITY INFRASTRUCTURE CAUSED BY PRIVATE PROPERTY TREE ROOT INTRUSION

CITY COUNCIL MEETING January 27, 2021

A. INTRODUCTION

Completion of the Citywide Concrete Repair and Replacement Program 2020 revealed that a substantial percentage of program costs were related to abatement of tree root intrusion. Many of these trees are parkway trees (trees planted in the area between the sidewalk and curb) owned and maintained by the City, some are within home owners' associations (HOAs), some are within landscape maintenance districts (tax districts used to fund landscaping by city forces) and some are private property trees.

Pursuant to Streets and Highways Code section 5610 and Santee Municipal Code section 8.06.080(A), a property owner has the duty to maintain sidewalks adjacent to his or her property. If the City determines that a sidewalk is a danger to people or property or interferes with the public's use of the sidewalk, the City has the duty to inform the property owner whose property abuts the public sidewalk of the need to repair the sidewalk. If, after notification from the City, the property owner fails to repair the sidewalk, the City is required to make the necessary repairs to the sidewalk as soon as possible. Once the repair has been completed, the City has the ability to recover the costs of repair directly from the property owner. (Sts. & Hy. Code §§ 5611, 5615, 5617.)

Historically, the City has not pursued cost recovery for damaged concrete facilities caused by private trees and has repaired, ramped or replaced curb, gutters and sidewalks with Public Services Division (PSD) staff or through concrete repair contracts. There appears to be an increase in the number of damaged sidewalk panels caused by tree root intrusion as trees have matured and infrastructure has aged. Therefore, staff is presenting this workshop to discuss the impacts of tree damage and to present options for cost recovery.

B. BACKGROUND

Trees throughout Santee have been historically established in many different fashions and were planted by residents, developers, and the City over many years. The damage to adjacent infrastructure caused by trees appears to be increasing with tree maturity. To reduce damage to infrastructure the City has adopted procedures for the planting of new trees. These procedures include requiring root barriers and selecting trees from an approved tree list. The list establishes appropriate trees based on size and location where they are planted in relation to hardscape. However, the need to conduct infrastructure repairs caused by existing trees will continue into the future.

The current process for concrete sidewalk repairs originates with the Public Services Division. Repair areas are either identified by City staff through routine site visits or are identified by residents through email or phone call complaints requesting repairs. PSD evaluates the condition, conducts temporary safety repairs and then notes and catalogues the location for future permanent repair. Temporary repairs are made immediately in order to provide for public safety and to reduce the liability for trip and fall claims. The list of permanent repairs is then contracted out by the Capital Improvement Program (CIP) division of the Development Services Department for economy of scale with a larger contract. Funding for these repairs is programmed each year and is provided by Gas Tax funds.

If private trees are the suspected cause of the damage, PSD staff will evaluate the tree for potential preservation whenever possible. If it is believed the tree cannot be preserved safely or in a way to prevent future infrastructure damage, Code Enforcement staff is notified. Code Enforcement staff then notifies the property owner to remove the tree causing the damage. Code enforcement staff follows up on the tree removal and notifies CIP and PSD staff when the trees have been removed, allowing permanent repairs to be made.



Example of the temporary ramping repairs caused by tree root intrusion. The tree was evaluated and could not be preserved without potential future damage.



The same location after Code Enforcement notification, tree removal and utility vault repairs. This location is now being scheduled for permanent repairs.

Upon completion of the last year's Citywide Concrete Repair and Rehabilitation Program (2020) contract, it was apparent that many of the sidewalk repairs were attributed to tree root intrusion. Of the 126 locations repaired with the \$177,453 contract, 58 locations were attributed to tree roots at a cost of \$99,287 or 56%, and 18 of those locations were attributed to trees on private property. The total cost to conduct repairs at locations damaged by trees on private property was \$17,000 or 10% at \$944 per location on average. The current list of concrete sidewalk repairs catalogued for the 2021 Citywide Concrete Repair and Replacement Program has identified 12 new private property tree damage locations with an estimate cost for permanent repairs of \$26,000 or \$2,166 per location on average.

Streets and Highways Code Section 5610 imposes a duty on adjacent landowners to maintain public sidewalks, and pursuant to Section 5610, Santee Municipal Code section 8.06.080(A) expressly requires property owners to maintain the sidewalk fronting their property. These sections state:

Streets and Highways Code Section 5610

The owners of lots or portions of lots fronting on any portion of a public street or place when that street or place is improved or if and when the area between the property line of the adjacent property and the street line is maintained as a park or parking strip, shall maintain any sidewalk in such condition that the sidewalk will not endanger persons or property and maintain it in a condition which will not interfere with the public convenience in the use of those works or areas save and except as to those conditions created or maintained in, upon, along, or in connection with such sidewalk by any person other than the owner, under and by virtue of any permit or right granted to him by law or by the city authorities in charge thereof, and such persons shall be under a like duty in relation thereto.

Santee Municipal Code Section 8.06.080 A.

Pursuant to Streets and Highways Code Section 5610, it is the duty and responsibility of all property owners to maintain the grounds of sidewalks, parkways, and maintenance strips on the owner's property, regardless of whether such property is developed or within the public right-of-way. Property owners are responsible for watering trees growing in public rights-of-way. The owner of any property has the primary and exclusive duty to perform maintenance of any sidewalk, parkway, or maintenance strip on the owner's property, regardless of whether the City has notified the owner of the need for such maintenance or has performed similar maintenance in the past. The property owner shall owe a duty to members of the public to keep and maintain the sidewalk area in a safe and nondangerous condition. If, as a result of the failure of any property owner to maintain the sidewalk area in a nondangerous condition as required by this section, any person suffers injury or damage to person or property, the property owner is liable to such person for the resulting damages or injury. Notwithstanding the foregoing, if a property owner believes damage to the sidewalk, parkway, or maintenance strip has been caused by a tree planted by the City, the owner must notify the Director in writing.

C. Analysis

Staff conducted research within the San Diego region to determine how other agencies respond to these issues. Of the agencies that responded, most cities generally cover the costs to conduct infrastructure repairs with a few exceptions:

- The City of Encinitas has a very robust and staff intensive tree management program and has pursued claims for damage from private trees through code enforcement.
- The City of Escondido covers the costs of repairs, and will remove the trees. However, the City offers a replacement tree, installs root barriers behind sidewalks and requires residents to sign an agreement to maintain and water the private trees.
- The City of San Diego's position is that the private property owners are 100% responsible for private tree damage and the entire cost of sidewalk repair is the private property owner's responsibility. San Diego does however have a 50/50 cost share program for the replacement of old and deteriorating sidewalks.
- The City of La Mesa typically maintains sidewalks but requests that private property owners remove any tree or trim tree roots causing infrastructure damage before repairs are made. They are now developing policies to require private property owners to conduct infrastructure repairs as claims continue to increase.

In general, the coastal cities appear to have much more robust programs and citizen involvement in tree types, placement and management. All cities are experiencing ongoing claims and complaints related to tree damage to their infrastructure.

One of the major challenges reported by cities was establishing ownership of the trees placed within the right-of-way. There are wide variations between cities in regard to ownership and responsibilities of right-of-way trees and ownership often becomes uncertain when sidewalks are non-contiguous to the curb (i.e. there is a planted area between the curb/gutter and the sidewalk). This is particularly problematic when tree ownership records are sparse and tree inventory programs lack sufficient funding for more robust GIS-based inventory programs. Santee's current practice is to trim right-of-way trees in parkways between the curb and sidewalk. Some of these trees were planted by the City as part of the Tree City USA program and other incentive programs since incorporation. This seems to be a practice with many cities in the region even though they may not have been planted, watered and maintained by cities in the past. By taking over the responsibility of maintaining the trees, Santee has the obligation to repair damages caused by these trees.

Staff is presenting three options for City Council consideration:

1. Continue to cover the costs of the temporary and permanent repairs completed by City and contracted forces, and continue to require private property owners to remove the suspected trees causing damage at their cost. With this alternative staff will continue with current practices and continue to budget for the costs of concrete sidewalk repairs with existing funding.

Pros: The City does not assume liability for private tree removal. Current practices continue and residents benefit from having the City cover the cost for repairs.

Cons: The City continues to cover the costs associated with private property tree damage that could otherwise be allocated toward other needs.

2. Request private property owners to remove trees causing damage and require participation in the cost of repairs by sharing the costs associated with the repairs. This could include paying for half of the repair costs or it could be tailored in a way to not exceed a certain cost limit or shared responsibility limit. The City would continue to complete temporary repairs with City and or contracted forces and invoice the residents for permanent repairs as part of a larger contract. If residents are non-responsive, the code compliance process could be used for enforcement similar to the brush management processes.

Pros: With this option some responsibility would be conveyed to private property owners but the City would facilitate the repairs and invoice residents for repairs to save money for economy of scale on permits, insurance, mobilization and inspection costs. Since the cost to mobilize equipment, personnel, inspection and permit fees would be reduced through economy of scale, it is believed that the overall cost would be reduced by this method rather than performing on an individual basis.

Cons: The City would still incur some costs, but at a lower rate depending on the limits set on the shared costs.

3. Require the residents to complete the repairs at their sole cost. Santee would still conduct temporary repairs and would require residents obtain permits, insurance and have a licensed contractor complete the repairs. If residents are non-responsive, the code compliance process could be used for enforcement similar to the brush management processes. With this option the City would continue to conduct temporary repairs to secure the site from potential claims and then notify resident and provide time period to conduct the repairs. The City could offset the costs of repairs by issuing no fee permits and waive inspection costs.

Pros: The City would eliminate the costs for private property tree damage repairs, allowing the allocation of funding for other needs.

Cons: Cost could be very high for private property owners. This could amount to thousands of dollars to complete infrastructure repairs depending on the severity and size of the damage.

Staff is seeking input from City Council given the impact and costs associated with the potential repairs that could be in the thousands of dollars depending on the severity of the impacts. All three options can be developed into policies and conducted in conformance with current Codes which require private property owners to repair and maintain the sidewalks. As discussed herein, Streets and Highways Code Section 5610 imposes a duty on adjacent landowners to maintain public sidewalks, and pursuant to Section 5610, Santee Municipal Code section 8.06.080(A) expressly requires property owners to maintain the sidewalk fronting their property.

D. STAFF RECOMMENDATION

Provide direction to staff to either pursue cost recovery of damages through options 2 and 3 or continue with current procedures to cover the costs of repair with existing funding.

City of Santee
COUNCIL AGENDA STATEMENT

Item 9

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE **POSSIBLE CANCELLATION OF A REGULAR CITY COUNCIL
SUMMER MEETING AND THE REGULAR MEETING OF SEPTEMBER
22, 2021**

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

It is the appropriate time for the City Council to review the calendar for possible cancellation of a Regular meeting during the summer months. Council has traditionally cancelled one of its summer meetings to accommodate various scheduling concerns and provide notice to the public. Staff is suggesting you select one of the following dates to cancel: July 14, July 28 or August 11. Staff requests Council determine if a meeting cancellation is desired and which date to be cancelled.

Additionally, the League of California Cities conference is scheduled for September 22-24, 2021, in Sacramento, CA. Two Council Members are currently expected to attend the conference based on their positions representing Santee and our region with the League, so the September 22, 2021 Regular City Council meeting may need to be cancelled or rescheduled.

If a meeting will not be held, the City Clerk will post advance notice of cancellation.

FINANCIAL STATEMENT

N/A

CITY ATTORNEY REVIEW

N/A Completed

RECOMMENDATION *MSB*

Identify preferred date for meeting cancellation and direct the City Clerk to post a Notice of Meeting Cancellation at the appropriate times.

ATTACHMENTS

Calendar of summer meetings.

JULY 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14 COUNCIL	15	16	17
18	19	20	21	22	23	24
25	26	27	28 COUNCIL	29	30	31

AUGUST 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11 COUNCIL	12	13	14
15	16	17	18	19	20	21
22	23	24	25 COUNCIL	26	27	28
29	30	31				

City of Santee
COUNCIL AGENDA STATEMENT

Item 10

MEETING DATE January 27, 2021

AGENDA ITEM NO.

ITEM TITLE **APPOINTMENT OF REPRESENTATIVES FOR COUNCIL COMMITTEES**

DIRECTOR/DEPARTMENT Mayor John W. Minto

SUMMARY

The terms for all Council Committee representatives are expiring and new representatives need to be appointed for the 2021 calendar year.

Mayor Minto will call for a vote on his recommendation for each Committee and direct the City Clerk to send notices of updates to each organization. The new terms will begin on January 27, 2021 and expire on January 27, 2022.

ENVIRONMENTAL REVIEW

FINANCIAL STATEMENT

There is no expected financial impact from this action.

CITY ATTORNEY REVIEW N/A Completed

RECOMMENDATION *MAB*

Vote on Mayor Minto's Council Committee recommendations.

ATTACHMENTS

Current list of Council Committee representatives.

**CITY OF SANTEE – LOCAL APPOINTMENT LIST
BOARDS, COMMISSIONS AND COMMITTEES**

(REVISED January 2020)

Council Committees

CITY COUNCIL & SANTEE ELEMENTARY SCHOOL DISTRICT CONFERENCE COMMITTEE

Qualifications: Member of the City Council or School Board; terms are annual

	Appointed	Current Term Expiration
Vice Mayor Laura Koval	01/08/20	01/13/21
Council Member Stephen Houlahan	01/08/20	01/13/21

COUNTY SERVICE AREA (CSA) 69 (PARAMEDICS)

Qualifications: City of Santee resident representative and a Member of the City Council. Term: The Mayor has term length discretion, but Resident Representatives typically serve a term concurrent with the appointing Mayor. Representatives must be approved by Board of Supervisors.

	Appointed	Current Term Expiration
Representative – Council Member Stephen Houlahan	01/08/20	01/13/21
Alternate – Council Member Ronn Hall	01/08/20	01/13/21
Resident – VACANT		

EAST COUNTY ECONOMIC DEVELOPMENT COUNCIL

Qualifications: Member of the City Council

	Appointed	Current Term Expiration
Representative – Vice Mayor Laura Koval	01/08/20	01/13/21
Alternate – Council Member Ronn Hall	01/08/20	01/13/21

GOODAN RANCH POLICY COMMITTEE

Qualifications: Three elected representatives from the County of San Diego, City of Poway and City of Santee

	Appointed	Current Term Expiration
Representative – Council Member Stephen Houlahan	01/08/20	01/13/21
Alternate – Council Member Rob McNelis	01/08/20	01/13/21

HEARTLAND COMMUNICATIONS FACILITY COMMISSION*

Each public agency which is a party to this agreement has one seat on the Commission. The cities of El Cajon, Lemon Grove, Santee, and La Mesa, and the Alpine, Bostonia, Lakeside and San Miguel Fire Protection Districts jointly equip, maintain, operate and staff a facility, thereby providing emergency services of receiving and dispatching calls to said public agencies; term is per appointing agency

	Appointed	Current Term Expiration
Representative – Vice Mayor Laura Koval	01/08/20	01/13/21
Alternate – Council Member Rob McNelis	01/08/20	01/13/21

*Stipend Received

LOCAL APPOINTMENTS LIST, REVISED JANUARY 2020

HEARTLAND FIRE TRAINING FACILITY AUTHORITY COMMISSION*

Qualifications: Agency member Heartland Fire Training Facility Authority; term is per appointing agency

	Appointed	Current Term Expiration
Representative – Council Member Rob McNelis	01/08/20	01/13/21
Alternate – Council Member Ronn Hall	01/08/20	01/13/21

**Stipend Received*

LEAGUE OF CALIFORNIA CITIES*

Qualifications: Member of the City Council; terms are annual.

	Appointed	Current Term Expiration
Representative – Mayor John Minto	01/08/20	01/13/21
Alternate – Council Member Ronn Hall	01/08/20	01/13/21

**Any Council Member may choose to attend any individual event*

MISSION TRAILS REGIONAL PARK TASK FORCE

Qualifications: Member of City Council; terms are annual

	Appointed	Current Term Expiration
Representative – Council Member Stephen Houlahan	01/08/20	01/13/21
Alternate – Council Member Rob McNelis	01/08/20	01/13/21

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) Board of Directors*

Qualifications: Member of the City Council; terms are annual

	Appointed	Current Term Expiration
Representative – Mayor John Minto	01/08/20	01/13/21
Alternate – Council Member Ronn Hall	01/08/20	01/13/21
2 nd Alternate – Council Member Rob McNelis	01/08/20	01/13/21

**Stipend Received*

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)*

Qualifications: Member of the City Council; terms are annual.

	Appointed	Current Term Expiration
Representative – Council Member Ronn Hall	01/08/20	01/13/21
Alternate – Council Member Rob McNelis	01/08/20	01/13/21

**Stipend Received*

SAN DIEGO RIVER CONSERVANCY BOARD

Qualifications: Member of the City Council; terms are annual.

	Appointed	Current Term Expiration
Representative – Council Member Stephen Houlahan	01/08/20	01/13/21