

## Chapter 3 Project Description

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NOTE TO READERS: The Fanita Ranch Project (proposed project) as originally proposed to the City of Santee (City) and as described in the Final Revised Environmental Impact Report (EIR) included a General Plan Amendment, Specific Plan, Development Agreement, and Rezone of the Fanita Ranch site. The proposed project has since been deemed an Essential Housing Project pursuant to the City’s Essential Housing Program (Urgency Ordinance No. 592), which was adopted to increase housing production in the City due to an ongoing housing crisis. The proposed project has been deemed General Plan consistent and compliant as part of the City’s Essential Housing Program and, accordingly, does not require a General Plan Amendment, Specific Plan, Development Agreement, Rezone, or other legislative act to proceed under the Essential Housing Program.

The description of the proposed project components have not changed from the Draft Revised EIR (May 2020) except that the Magnolia Avenue extension—originally proposed as part of the proposed project but omitted prior to the City Council hearing—has been added back into the project as originally proposed. The proposed project’s discretionary actions have been modified, as explained in Section 3.12, Discretionary Actions.

### 3.1 Project Location

The ~~Fanita Ranch Project~~ (proposed project) would include approximately 2,638 acres of land located in the northern portion of the ~~City of Santee (City)~~ in eastern County of San Diego (County). The City is located approximately 18 miles east of the City of San Diego’s downtown and the Pacific Ocean. The proposed project lies north of State Route (SR-) 52 and west of SR-67 and would be accessed from the future northerly extensions of Fanita Parkway and Cuyamaca Street by way of Mast Boulevard and the future extension of Magnolia Avenue to Cuyamaca Street. The project site is bordered by Marine Corps Air Station Miramar and Padre Dam Municipal Water District (PDMWD) facilities to the west, including Santee Lakes Recreation Preserve; open space/recreational areas, including Goodan Ranch/Sycamore Canyon County Preserve to the north and west; residential neighborhoods within the City to the south; and the unincorporated residential community of Eucalyptus Hills to the east (refer to Figures 3-1, Regional Location, and 3-2, Project Site). In addition, improvements to three Santee General Plan Mobility Element streets (Fanita Parkway, Cuyamaca Street, and Magnolia Avenue) (City of Santee 2017a) would occur off site to improve and connect the existing segments of these roadways to the project site.

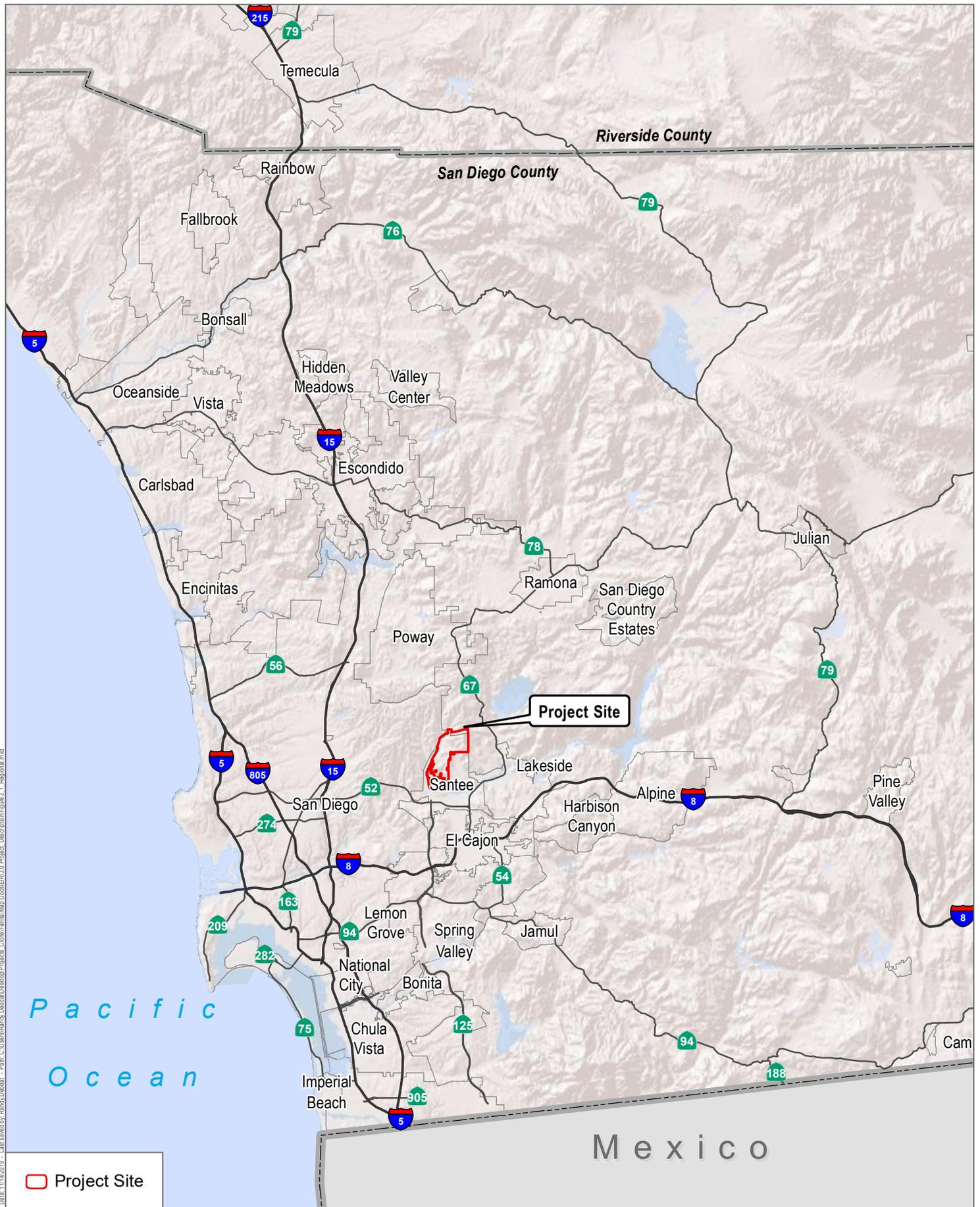
### 3.2 Project Objectives

The proposed project seeks to balance the City’s need for diverse housing types and high-quality amenities while promoting healthy living and restoring and preserving sensitive habitat areas. The development plan would cluster development into three distinct villages while preserving approximately 63 percent of the property in its natural condition. The natural open space outside the development areas would be dedicated to the City’s Multiple Species Conservation Program

(MSCP) for long-term protection and management as a Habitat Preserve. In addition, the open space areas would be selectively accessible through a public trails system. The three proposed villages, Fanita Commons, Orchard Village, and Vineyard Village, would provide a range of amenities, services, and activities, including retail, restaurants, offices, a possible K–8 school, civic uses, public plazas, parks, and other social spaces. Located in the southwestern corner of the site and separated from the village development, a Special Use area would allow for a limited range of uses due to geological constraints.

Section 15124(b) of the CEQA Guidelines requires an EIR to include a statement of objectives for the proposed project. The objectives outline the underlying purpose of the proposed project and assist in the development of project alternatives. The fundamental objectives for the proposed project are as follows:

1. Create a new community with clustered development that provides residential, commercial, mixed-use, agricultural, and recreation land uses while preserving large blocks of significant natural open space areas as a habitat preserve dedicated to the City of Santee's Draft Multiple Species Conservation Program Subarea Plan for permanent preservation and management.
2. Provide a complementary and supportive array of land uses that would enable development of a community with a variety of housing types to address the state's current housing crisis.
3. Organize the development into villages with high-architectural-quality, mixed-use village centers focused on an agrarian and sustainable theme to create a unique identity and sense of community for each village.
4. Provide a range of recreational opportunities, including passive and active parks and recreational facilities, that promote an active and healthy lifestyle, are accessible to residents of the community and surrounding areas, and satisfy the City of Santee's park dedication requirements.
5. Provide an extensive system of pedestrian, bicycle, and hiking trails as a key community amenity that accommodates a variety of users, facilitates the enjoyment of the outdoor environment, and provides connections to local and regional parks and trails.
6. Incorporate a working farm and related agricultural uses into the community to provide community access to fresh, locally grown foods to promote wellness and a sustainable lifestyle.
7. Develop a sustainable community that incorporates current conservation technologies and strategies to achieve local, state, and federal goals to address global climate change by reducing greenhouse gas emissions, including various modes of transportation and alternatives to single-occupancy vehicle travel.
8. Create a fire-safe community through a series of fire protection measures that incorporate fuel modification zones, fire-resistant landscape design, ignition-resistant building materials, fire alarm and sprinkler systems, and adequate ingress-egress points for emergency personnel and residents.
9. Implement major transportation components of the Santee General Plan Mobility Element by extending Fanita Parkway, Cuyamaca Street, and Magnolia Avenue to the planned development.



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### 3.3 Project Components

The proposed project would establish a new community within the City consisting of approximately 2,949 housing units under the preferred land use plan with school, or 3,008 units under the land use plan without school, and up to 80,000 square feet of commercial uses in addition to parks, open space, and agriculture uses. Project development would be clustered into three villages to preserve natural open space areas, drainages, and key wildlife corridors. The three villages would be named according to their design theme: Fanita Commons, Vineyard Village, and Orchard Village. The three villages would be situated around a centralized farm that would provide food and function as a focal point for the community. Each village would be defined by its location, physical characteristics, and mix of housing types and uses. Refer to Figure 3-3, Conceptual Site Layout, for a depiction of the organization of the community as a whole.

Fanita Commons would serve as the main village and include the primary Village Center, the Village Green, the Community Park, a potential K–8 school site, and an Active Adult neighborhood. The Vineyard and Orchard Villages would include smaller, mixed-use Village Centers that would allow for neighborhood-serving uses, office space, and other community services and amenities, as well as Medium Density Residential and Low Density Residential neighborhoods. A variety of parks would be located within walking distance of all residences, and a comprehensive system of walking and biking trails would connect the residences to key destinations throughout the project site and to existing off-site trails in surrounding park and recreation areas.

In addition, a Special Use area would be located in the southwestern corner of the project site. The area, which was previously graded for a park and is not suitable for habitat preservation, cannot be irrigated and is limited to minimal grading because of geological conditions on the site. As such, the Special Use area would include a limited range of uses, such as a solar farm, recreational vehicle storage, and other similar uses. A Mini-Park would serve as a trail staging area adjacent to the Special Use area. The proposed land uses and maximum residential unit yield for the proposed project are provided in Table 3-1.

#### 3.3.1 Project Land Uses

The following section provides a description, permitted uses, and development regulations for each proposed land use designation shown in Table 3-1 as established by the Fanita Ranch ~~Specific~~ Development Plan (City of Santee ~~2020a~~ 2022a). Figure 3-4, Conceptual Land Use Plan, shows the location of proposed land uses on the project site.

**Table 3-1. Preferred Land Use Plan Project Component Summary**

Land Use Designation	Acreage (ac) <sup>1</sup>	Residential Units <sup>2</sup>	Density Range (residential unit/ac)	Commercial Square Feet
Village Center <sup>3</sup> (VC)	36.5	435	Up to 50	60,000
Medium Density Residential (MDR)	67.0	866	8–25	—
Low Density Residential (LDR)	240.8	1,203	4–10	—
Active Adult Residential (AA)	31.0	445	5–25	—
School (S) Overlay <sup>4</sup>	15.0	—	—	—
Agriculture (A) Overlay <sup>5</sup>	38.2	—	—	20,000
Community Park (CP)	31.2	—	—	—
Neighborhood Park (NP)	30.4	—	—	—
Mini-Park <sup>6</sup> (MP)	16.4	—	—	—
Open Space (OS)	256.0	—	—	—
Special Use (SU)	31.9	—	—	—
Habitat Preserve (HP)	1,650.4	—	—	—
Roadways <sup>7</sup>	193.3	—	—	—
<b>Total</b>	<b>2,638.1</b>	<b>2,949</b>	—	<b>80,000</b>

**Source:** City of Santee 2022~~0a~~.

**Notes:** residential unit/ac = residential units per acre

<sup>1</sup> Acreage reflects the rounding of numbers to the 1/10th acre and may vary slightly from the calculated total.

<sup>2</sup> The transfer of residential units and commercial square feet within the project site is permitted up to 15 percent of the total residential units for the respective land use designation, as provided in the Fanita Ranch ~~Specific Development Plan~~, Chapter 10, through administrative amendments.

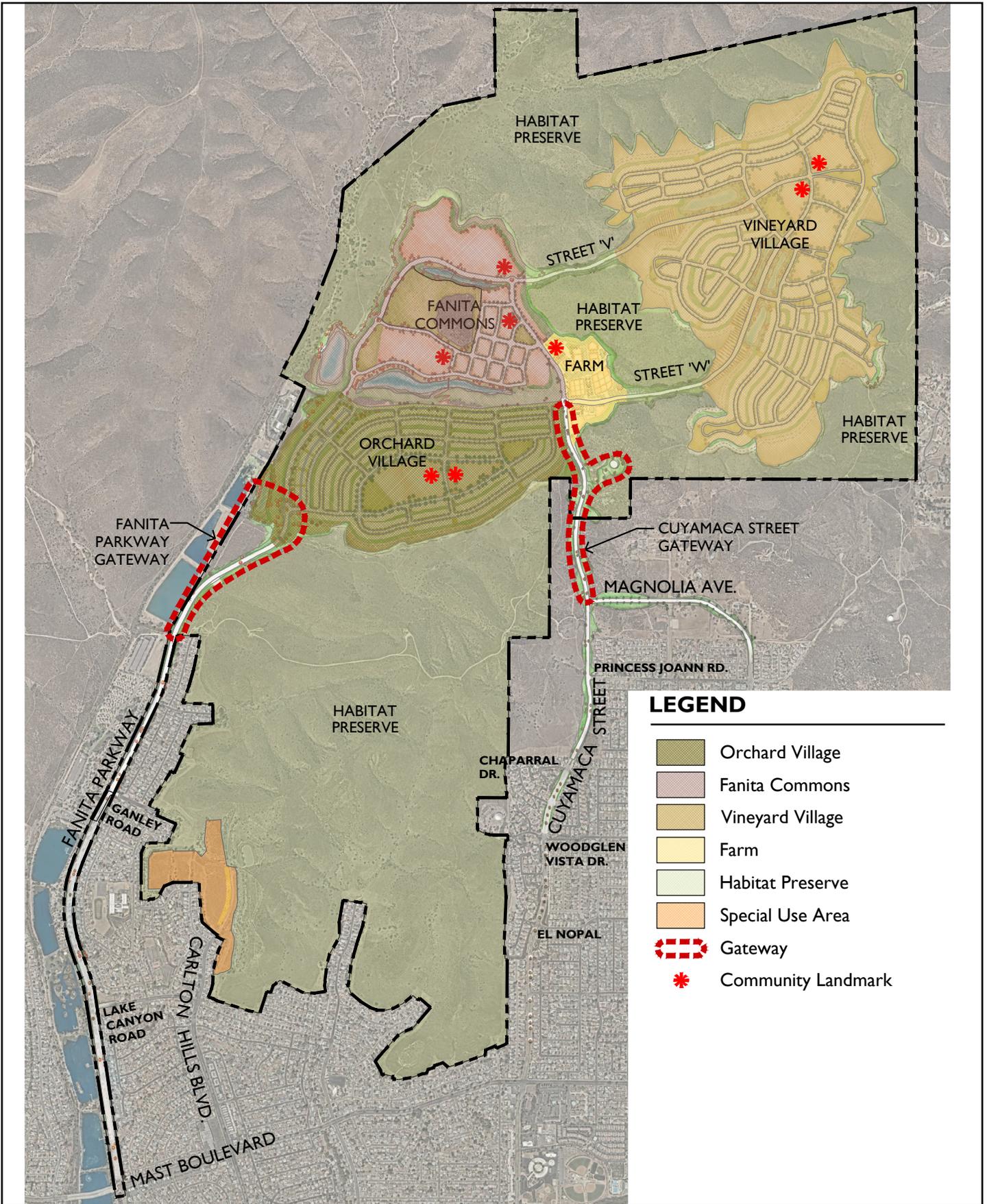
<sup>3</sup> Village Center reserves property for a 1.5-acre fire station site.

<sup>4</sup> The underlying land use for the School Overlay is Medium Density Residential. If the reserved school site is not acquired for school use within 2 years of approval of the final map containing the School Overlay, the Medium Density Residential land use would be implemented on the school site, and the maximum total number of units on the project site would be 3,008 units.

<sup>5</sup> The underlying land use for the Agriculture Overlay is Open Space. If an Agriculture Overlay site is not developed with agricultural related uses, the Open Space land use would be implemented on the site.

<sup>6</sup> There would be 31 Mini-Parks on approximately 16.4 acres distributed throughout the project site, including the Village Green in Fanita Commons.

<sup>7</sup> Does not include approximately 28.6 acres of off-site improvements.

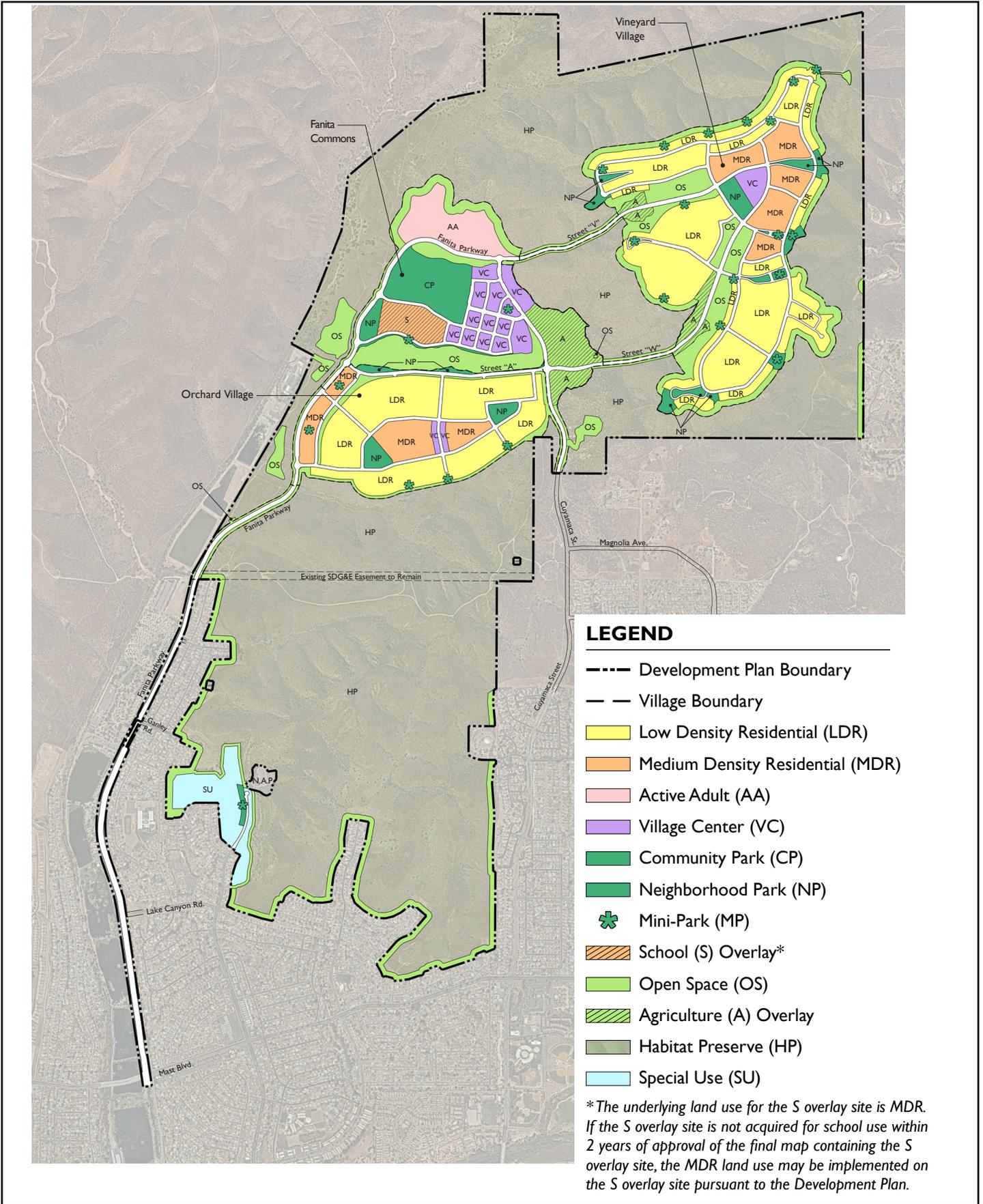


**LEGEND**

- Orchard Village
- Fanita Commons
- Vineyard Village
- Farm
- Habitat Preserve
- Special Use Area
- Gateway
- \* Community Landmark

Source: Fanita Ranch Development Plan 2022.

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### **3.3.1.1 Village Center**

The 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 walkable mixed-use configuration with a maximum building height of 55 feet. Residential densities would be allowed up to 50 residential units per acre. 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). There would be three Village Centers in the proposed project. The Fanita Commons Village Center would be the largest and would be intended to serve the entire project site. Two smaller Village Centers would be located in Orchard Village and Vineyard Village, which would provide for similar mixed-use residential, retail, service, office, and/or recreational needs of those individual villages. The Village Center land use would include parking per Santee Municipal Code, Section 13.24.040, Parking Requirements (City of Santee 2022~~b0b~~), and allow for shared vehicle parking between uses to reduce the need for large parking lots and pavement areas. A bicycle station would be provided with bicycle parking, access to air and water, and a bike share facility. Each Village Center would also provide electric vehicle (EV) charging stations and preferred parking per CALGreen requirements. A minimum of 60 square feet of private open space per residential unit would be provided.

### **3.3.1.2 Medium Density Residential**

The 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. The Medium Density Residential land use designation would occur in Orchard Village and Vineyard Village near parks and the Village Centers to promote walkability. Maximum building height in the Medium Density Residential designation would be 45 feet. Residences may be served by public or private streets along the front, private driveways at the rear, or motor courts. Vehicle parking for the Medium Density Residential land use designation would be provided in accordance with Santee Municipal Code, Section 13.24.040 (City of Santee 2022~~b0b~~). The location of parking would consider proximity to the Village Centers and parks, and seek to promote walkability or alternative modes by providing bicycle facilities and trails to offset single-occupancy vehicle use. Bicycle parking would be required for attached residential development as specified by CALGreen. A minimum of 100 square feet of private open space per residential unit would be provided, and a minimum of 50 square feet of common open space per attached residential unit would be provided.

### **3.3.1.3 Low Density Residential**

The 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. It would establish areas for low density detached residential uses in a variety of lot sizes and configurations

and with densities ranging from 4 to 10 residential units per acre. The Low Density Residential land use designation would be located in Orchard Village and Vineyard Village near parks and trailheads to promote walkability and wellness. 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. A minimum of two enclosed parking spaces per residential unit would be required in the Low Density Residential neighborhoods, which would be consistent with the City's single-family parking requirements per Santee Municipal Code, Section 13.24.040 (City of Santee 2022**b0b**). A minimum of 350 square feet per residential unit of private open space would be provided.

#### **3.3.1.4 Active Adult Residential**

The 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. The Active Adult land use designation would occur in the northwestern portion of Fanita Commons, near the Village Center, Farm, and Community Park. 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. The Active Adult land use designation would provide vehicle parking in accordance with Santee Municipal Code, Section 13.24.040 (City of Santee 2022**b0b**). The location of parking would consider proximity of parking to the Fanita Commons Village Center and the Farm, and seek to promote walkability or alternative transportation modes by requiring bicycle parking consistent with CALGreen standards. A minimum of 60 square feet of private open space per residential unit would be provided, and a minimum of 50 square feet of common open space per attached residential development would be provided.

#### **3.3.1.5 School Overlay**

The School Overlay land use designation would reserve a school site for a potential K–8th grade public school or other educational uses on approximately 15 acres in Fanita Commons. If acquired by the Santee School District, the site would accommodate up to 700 students, including existing and new students. Other uses, such as private school, charter school, child care center, nature center, and cultural and farm education facilities, would be permitted if the Santee School District does not pursue the site for a public school. Parking for vehicles and bicycles in the School Overlay would be provided per Santee Municipal Code, Section 13.24.040.

The preferred land use plan with school analyzed in this EIR includes the school site. Because the City and applicant do not control whether the site would be acquired by the Santee School District for use as a school, the underlying land use for the School Overlay site is Medium Density Residential. If the school site is not acquired for a permitted educational use within 2 years of the

filing of the Final Map for the phase in which the site is located, the underlying Medium Density Residential land use designation would be implemented, and the maximum total number of units permitted on the project site would be increased by 59 units to 3,008 units. The additional 59 Medium Density Residential units may be transferred from other residential or Village Center planning areas on the project site to this site to achieve the required Medium Density Residential density. This EIR addresses both the preferred land use plan with school and the land use plan without school for the environmental analysis topics in Chapter 4, Environmental Impact Analysis.

### **3.3.1.6 Agriculture Overlay**

The Agriculture Overlay land use designation would apply to approximately 38.2 acres of the project site and establish areas for the Farm and other agricultural uses. The Farm in Fanita Commons would be the centerpiece of the proposed project and would honor the City's long tradition of agriculture. Refer to Section 3.3.5, Farm, for further description of the Farm. Maximum building height in the Agriculture Overlay would be 35 feet; however, silos, windmills, water tanks, and similar auxiliary structures associated with the Farm's operations may exceed this height limit if approved by and in compliance with the Federal Aviation Administration's requirements. Farm equipment operations would be limited to the hours of 7:00 a.m. to 7:00 p.m. everyday. Temporary events in the Agriculture Overlay areas would be subject to the applicable criteria and conditions of the Santee Municipal Code, Section 13.06.070. Special and temporary event attendance would be limited to a maximum of 300 attendees. Keeping, raising, and boarding of large and small four-legged animals, as defined in the Santee Municipal Code, would be permitted. The number of four-legged animals shall not exceed five animals per gross acre of the Agriculture Overlay areas. Keeping, raising and boarding of fowl such as chickens, roosters, ducks, geese and other similar fowl would also be permitted. Vehicle parking would be provided in accordance with the Farm Operations Manual. Bicycle parking would be a requirement for this land use as specified by CALGreen.

The underlying land use for the Agriculture Overlay planning area is Open Space. This would ensure that no residential or commercial units would be built in these areas. The underlying Open Space land use designation may be implemented in the Agriculture Overlay planning area if uses permitted within the Agriculture Overlay planning area become infeasible (e.g., the Farm fails). Caretaker units (a maximum of six residential units) and commercial accessory uses are only permitted when the Agriculture Overlay is applied and would not be allowed when the Open Space land use is in effect.

### **3.3.1.7 Parks**

The Park land use designation would apply to approximately 78 acres of the site. An approximately 31.2-acre Community Park, 8 Neighborhood Parks, and 31 Mini-Parks would be distributed throughout the development to provide active and passive recreational opportunities and gathering

spaces within walking distance of all residences. Some of the Mini-Park designated areas would also provide trail access and serve as the primary access point to the trail system in the Habitat Preserve and Open Space land use designation areas. Permitted building types would be limited to community buildings including swimming pools, sport courts, and restrooms. Every park except the Community Park (active and passive) and one Neighborhood Park located in Fanita Commons (NP-8) would be homeowners association (HOA) owned and maintained, and every resident in the City would have access to the parks. Vehicle parking for the Community Park and NP-8 would be provided in accordance with the Fanita Ranch ~~Specific Development Plan~~, Americans with Disabilities Act, and California Building Code Title 24 regulations. Private Neighborhood Parks and Mini-Parks would be intended to serve residents who live within walking distance of the parks. The parking needs for private parks would be met through on-street parking on adjacent streets, except as necessary to accommodate accessible and electric vehicle (EV) parking. Bicycle parking and EV charging spaces would be provided as specified by CALGreen. Each park is described in more detail in Section 3.3.3, Parks and Open Space.

#### **3.3.1.8 Open Space**

The proposed Open Space land use designation would apply to approximately 256 acres of open space area outside of the Habitat Preserve. The Open Space designation would include brush management areas (Fuel Modification Zones [FMZ]) at the edge of development, slopes adjacent to streets and within the villages, trailheads, water quality basins, land for water tanks and pump stations that would be dedicated to and maintained by PDMWD, and two riparian areas in Fanita Commons. Areas designated as Open Space would be owned, maintained and managed by the HOA and would be subject to the Fire Protection Plan (FPP) (Appendix P1).

The proposed project would implement a habitat restoration and enhancement program in the Open Space land use that would offset impacts to existing biological resources located within the development footprint and generally increase the integrity of ecological systems across the project site. Restoration activities would occur in upland and wetland-riparian areas that increase native habitat coverage, which would benefit sensitive species and wildlife in general. Manufactured slopes on the exterior of the development footprint and FMZs would be revegetated to blend with the adjacent native landscape.

#### **3.3.1.9 Special Use**

The Special Use land use designation would apply to an approximately 31.9-acre site located in the southwestern corner of the project site east of Fanita Parkway and west of an existing PDMWD Carlton Hills water reservoir. The site consists of multiple relatively level sheet graded pads totaling approximately 24.5 acres. The Special Use area was previously graded for a City park during repair of the Oak Hills landslide in the late 1970s and early 1980s; however, geotechnical conditions rendered the site unsuitable for park development. The Special Use area falls within the

Gillespie Field Airport Influence Area (Review Area 2) which limits heights of structures in this area to 35 feet (SDCRAA 2010).

Due to existing site conditions, no mass grading or introduction of water into the soils is proposed in conjunction with implementation of permitted uses. The Fanita Ranch ~~Specific-Development~~ Plan (City of Santee ~~2020a~~2022a) identifies permitted uses for the Special Use land use designation, which are limited to water quality basins, the extension of Carlton Hills Boulevard, a solar farm, recreational vehicle (RV) and boat storage, and aboveground agriculture. Retail sales and residential uses, except for one caretaker unit, would not be permitted in the Special Use area.

The following presents a summary of the planned uses within the Special Use area, which correspond to Figure 3-5, Special Use Area Conceptual Site Plan:

- **Solar Farm and RV/Boat Storage:** Solar farm and RV/boat storage areas would be proposed within approximately 18.4 acres designated ① on Figure 3-5. These uses would occur on the graded pads located to the west and northwest of Carlton Hills Boulevard. Solar farm and RV/boat storage may also occur on the pad located southeast of Carlton Hills Boulevard within the area designated ②, which is described below. RV/boat storage hours of operation would be limited to 7:00 a.m. to 10:00 p.m. Mondays through Saturdays and 10:00 a.m. to 7:00 p.m. on Sundays.
- **Aboveground Agriculture:** Aboveground agriculture would be implemented within approximately 2.4 acres designated ② on Figure 3-5. Aboveground agricultural uses would include water collection and reuse infrastructure that would prevent introduction of water into the soil. Solar farm and/or RV/boat storage may also occur within the area designated ②.
- **Non-Utilized Area:** A non-utilized area, approximately 1.3 acres, is located east of the extension of Carlton Hills Boulevard and is designated ③ on Figure 3-5. No use is proposed for the non-utilized area at this time.
- **Water Quality/Hydromodification Basins:** A series of six water quality hydromodification basins would be located within the Special Use area. These basins are designed to control and treat runoff from the Special Use area and prevent introduction of water into the soil before conveying flows to the existing public storm drain system.
- **Extension of Carlton Hills Boulevard:** Carlton Hills Boulevard would be improved and extended northerly from its existing terminus into the Special Use area. The street is proposed as a two-lane street terminating adjacent to the PDMWD Carlton Hills water reservoir. The roadway would provide vehicular access to the reservoir and the proposed Mini-Park, described below, as well as on-street parking.

Table 3-2 provides a summary of the acreage of proposed uses in the Special Use area.

**Table 3-2. Special Use Area Permitted Uses and Land Use Summary**

Area/Use	Acres <sup>1</sup>
Solar Farm and RV/Boat Storage <sup>2</sup>	18.4
Aboveground Agriculture or Solar Farm and RV/Boat Storage	2.4
Non-Utilized Area/No Uses	1.3
50-Foot Buffer, Water Quality/Hydromodification Basins, Slopes, and Easements	8.7
Carlton Hills Boulevard Extension	1.1
Caretaker Units (if transferred from another planning area)	--
<b>Total</b>	<b>31.9</b>

**Source:** City of Santee 2022a9a.

**Notes:**

<sup>1</sup> The Mini-Park and Open Space acreages are included in their respective land use designations in Table 3-1 and are not counted toward the total Special Use area acreage.

<sup>2</sup> Includes solar farm and associated devices, equipment and infrastructure for solar energy collection, storage and distribution.

A 1.6-acre Mini-Park (MP-31) would be located along the western side of Carlton Hills Boulevard in the Special Use area. The Mini-Park would provide trail staging and parking areas for trail users on the project site. Uses in the Special Use area would be buffered from adjacent existing single-family residences by an Open Space slope (a minimum 100-foot-wide non-irrigated FMZ) along the northwestern perimeter to be managed by the HOA and a 50-foot-wide buffer along the southern and southwestern perimeter to be managed by the Special Use area owner/operator. A 50-foot-wide non-irrigated FMZ would be designated adjacent to the Habitat Preserve along the northern and eastern perimeter to be maintained by the HOA. Security lighting would be installed in the Special Use area as indicated on the Conceptual Lighting Plan (see Section 3.9.5, Conceptual Community Lighting Plan).

Minimum setbacks within the Special Use area would be 50 feet to existing off-site residences to preserve neighbor privacy. Treatments within setbacks may include perimeter fencing, berming, security lighting, screen trees, architectural screens, or similar features to visually screen development from adjacent neighbors. Access would be provided from the extension of Carlton Hills Boulevard.

### 3.3.1.10 Habitat Preserve

The Habitat Preserve land use designation would apply to open space areas outside the limits of development and would include approximately 1,650.4 acres (approximately 63 percent of the total project site). It would include areas undisturbed from planned development and specific revegetated slopes at the edge of the planned development area. Revegetated slopes would consist of native materials planted to blend back into the existing natural landscape in conformance with a habitat restoration plan. The intent of this land use is to designate areas that would ultimately be included in City’s Final MSCP Subarea Plan, fulfilling the City’s commitment to participate in the San Diego MSCP. The project applicant will be responsible for the preparation of a Preserve Management Plan (PMP) and funding for long-term management and monitoring. The Habitat Preserve would be selectively accessible through a managed and maintained trails system.



**LEGEND**

- Development Plan Boundary
  - Special Use Area
  - 1 Solar Farm and RV/Boat Storage
  - 2 Above-Ground Agriculture or Solar Farm and RV/Boat Storage
  - 3 Non-Utilized Area
  - 50' Managed Buffer
  - Basins, Slopes and Easements
  - Carlton Hills Boulevard Extension
  - Mini-Park\*
  - Open Space - 50' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
  - Open Space - 100' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
  - Habitat Preserve
- \* Parking for the mini-park will be provided along the west side of Carlton Hills Boulevard.

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Source: Fanita Ranch Development Plan 2022.

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Allowable uses in the Habitat Preserve would include trails, fencing (where necessary), interpretive signage, habitat restoration and revegetation, roadways necessary for public access, utilities, and other uses consistent with Santee's Draft MSCP Subarea Plan. Natural-looking wireless telecommunication facilities that generally have minimal maintenance and lighting would be permitted in the Habitat Preserve consistent with the Natural Community Conservation Planning (NCCP) design guidelines and standards.

### **3.3.2 Villages**

Each village would represent the developed portions of the proposed project and would have an individual design theme that is consistent with the proposed project's overall agrarian design theme. Within each village, the landscape palette, and iconic structures would support the village design theme. The architectural styles of the proposed residences in each village would include a mix of the Americana (National, Traditional, Victorian, and Ranch), Arts and Crafts (Craftsman, Foursquare, and Prairie), Early California (Hacienda, Monterey), Mediterranean Countryside (Andalusian), Modern (Mid-Century), and Contemporary styles (Transitional).

The components of the three villages, Fanita Commons, Orchard Village, and Vineyard Village, are described below.

#### **3.3.2.1 Fanita Commons**

Fanita Commons would serve as the main village for the proposed project and would be located in the northwestern portion of the site. With the Farm as its focal point, orchards, vineyards, fields, and an event barn would serve as defining elements of this village. The Village Green, which would be across from the Farm, would provide the main community gathering space. This public gathering space would serve as an extension of the Farm, allowing the Farm's activities, such as farmers markets and harvest festivals, to spill into the Village Center. Fanita Commons would feature wide sidewalks, shared parking facilities, and a large Community Park at its western end. The mixed-use Village Center would allow for commercial, residential, recreational, and civic uses, including a new 1.5-acre fire station site, day care, and a congregate care facility. The approximately 15-acre school site would accommodate up to 700 students. Fanita Commons would allow approximately 768 residences ranging from apartments to townhomes and condominiums to small single-family clusters. The southern section of Fanita Commons would border a natural riparian area that would include a trail system and pedestrian bridge to connect the Village Center to the Farm and Orchard Village to the south. See Table 3-3 for a summary of land use types in Fanita Commons.

**Table 3-3. Fanita Commons Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	27.7	323	40,000
Active Adult Residential	31.0	445	—
School Overlay <sup>2</sup>	15	—	—
Agriculture Overlay	27.3	—	20,000
Community Park (active and passive)	31.2	—	—
Neighborhood Park (1)	4.2	—	—
Mini-Parks <sup>3</sup> (2)	3.3	--	—
<b>Total</b>	<b>139.7</b>	<b>768</b>	<b>60,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Up to 59 additional units may be added to Fanita Commons in the event that a school is not acquired by SSD.

<sup>3</sup> Includes MP-1 (Village Green) and MP-2.

### 3.3.2.2 Orchard Village

Orchard Village, directly south of Fanita Commons, would include orchards that extend from the Farm as the village’s defining design element. Orchard Village would be geographically and topographically separated from Fanita Commons by Open Space and a linear riparian area but would be physically connected by roadways, trails, and a pedestrian bridge. This village would include orchards that extend from the Farm to the southerly side of the southerly riparian area and along its interior roadways. The village would consist of approximately 855 residences of varying densities and housing types. Densities would be arranged such that the highest densities would be located at the center of Orchard Village and adjacent to two Neighborhood Parks. A Linear Park would be located along the northern boundary of Orchard Village south of the linear riparian area. Twelve Mini-Parks would be scattered throughout the low-density residential housing along the outskirts of the village. The Farm would border Orchard Village to the northeast. The extension of Fanita Parkway would serve as the southwestern entrance to the village. The extension of Cuyamaca Street would serve as the southeastern entrance to the village and connect to new roadways, Street “A” and Street “W,” in the village. Both roadways would function as connections between the village and to the rest of the City. See Table 3-4 for a summary of land use types in Orchard Village.

**Table 3-4. Orchard Village Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	2.6	33	10,000
Medium Density Residential	27.2	368	—
Low Density Residential	88.6	454	—
Neighborhood Parks (3)	11.1	—	—
Mini-Parks <sup>2</sup> (12)	1.8	—	—
<b>Total</b>	<b>131.3</b>	<b>855</b>	<b>10,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Includes MP-3-5, MP-9, & MP 22-29

### 3.3.2.3 Vineyard Village

Vineyard Village, located in the northeastern portion of the project site, would be the largest of the three villages. It would include vineyards that extend from the edge of the Habitat Preserve up the slopes along the village access roads. The rising vineyards would highlight the topographical change from Fanita Commons to the top of Vineyard Village. This village would be separated from the other two villages by a Habitat Preserve corridor, which would serve as a wildlife crossing to native species. Access to the village would be from Street “V” and Street “W,” which would connect to the other two villages. Consisting of approximately 1,326 residences, Vineyard Village would include a variety of parks and neighborhoods ranging from multi-family residences to townhomes. The highest density residences would be located adjacent to a 5-acre Neighborhood Park and the Village Center, which would serve as the activity center of the village. Open Space with water quality basins, 4 Neighborhood Parks, and 16 Mini-Parks would be located throughout the village. Approximately nine parks in Vineyard Village would serve as trailheads to the trail system within the proposed project. Agriculture Overlay areas would be provided and include a series of vineyards. See Table 3-5 for a summary of land use types in Vineyard Village.

**Table 3-5. Vineyard Village Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	6.1	79	10,000
Medium Density Residential	39.8	498	—
Low Density Residential	152.2	749	—
Agriculture Overlay	10.9	—	—
Neighborhood Park (4)	15.1	—	—
Mini-Parks <sup>2</sup> (16)	9.7	—	—
<b>Total</b>	<b>233.8</b>	<b>1,326</b>	<b>10,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Includes MP-6-8, 10-21, MP-30

### **3.3.3 Parks and Open Space**

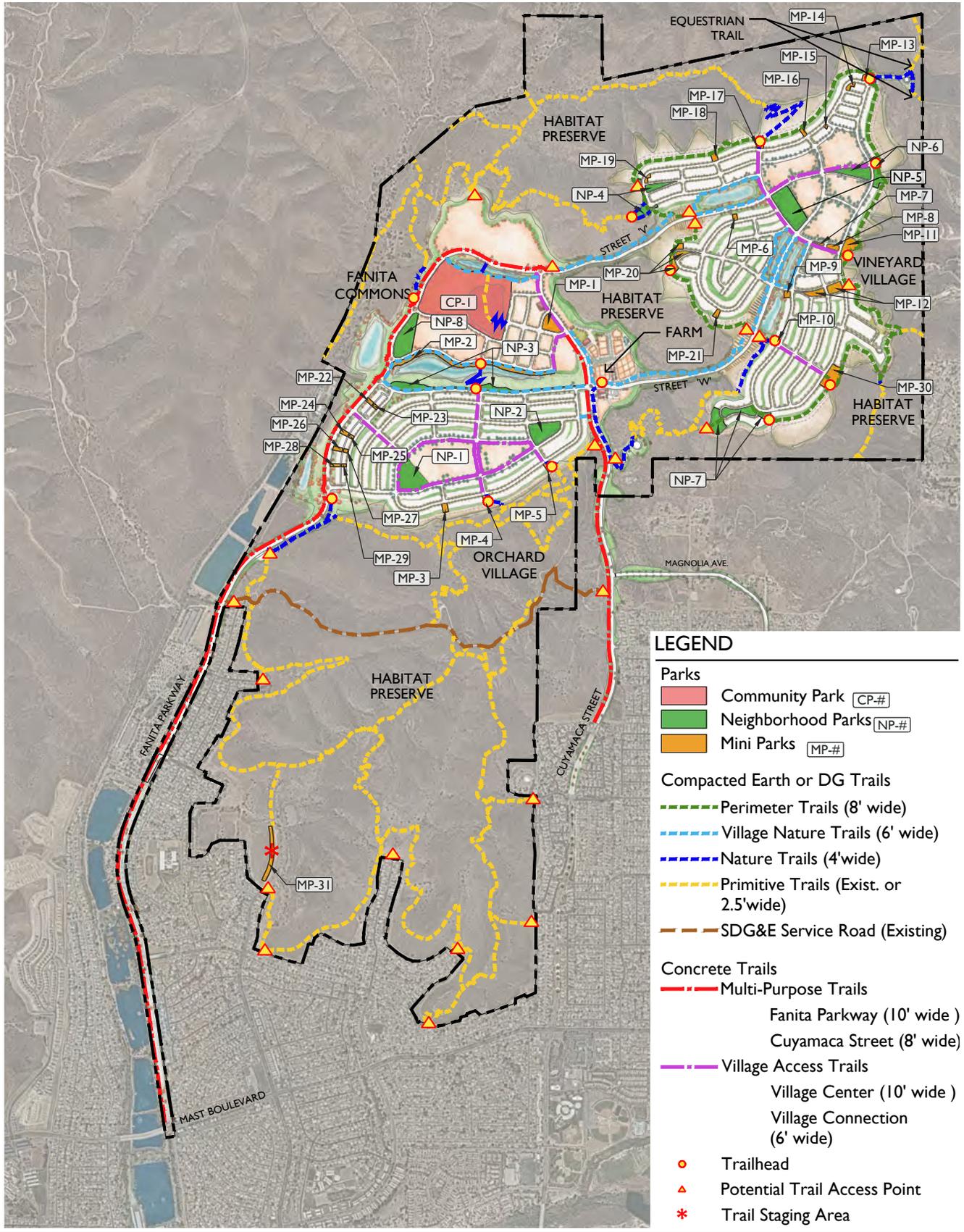
A hierarchy of parks would be provided in the proposed project. The proposed park types and Open Space areas are described below. See Figure 3-6, Conceptual Park, Trails, and Open Space Plan, for a depiction of the parks and trails in the proposed project.

#### **3.3.3.1 Community Park**

The 31.2-acre Community Park would be located in the center of Fanita Commons and would provide the main location for active recreational activities in the proposed project. It would include two multi-purpose lighted ballfields, lighted sport courts, restrooms, tot lots, open play areas, and passive picnic areas. Additionally, it may include an aquatic element, a community gathering plaza, and a dog park. Because the City does not have parking standards for parks, parking for parks would be per City of San Diego requirements.

Within the Community Park, a 7,000- to 10,000-square-foot community center would provide multi-purpose, flexible spaces to support recreational, learning, arts and crafts, social, and service functions. The community center would also provide support spaces, such as staff offices, a reception area, a restroom, and storage areas. Trails would meander throughout the park, including a trail to the lookout on the top of the passive knoll east of the active area. The Community Park would serve as a visual landmark by preserving the eastern knoll, which contains natural rock formations and a unique geographical character that defines the existing landscape. In addition, the Community Park would include AgMeander stations (described below) and other elements tied to the agricultural history of the project site. These elements would include a pollinator garden and edible landscaping at the community center building and proposed knoll-top lookout. Along the northern side of the Community Park, overlooks and interpretive elements would inform residents of the importance of the adjacent riparian environment. The Community Park would be owned, operated, and maintained by the City.

The Community Park would be adjacent to the proposed 15-acre school site. Connections between the park and school site would create a relationship between these uses. The park may function as an extension of the school and offer activities for play and education. The interrelationship between the park and school would be further supported by the adjacent 4.2-acre Neighborhood Park. This Neighborhood Park may include play fields, open play areas, and other amenities and would be owned, operated, and maintained by the City.



**LEGEND**

- Parks**
  - Community Park (CP-#)
  - Neighborhood Parks (NP-#)
  - Mini Parks (MP-#)
- Compacted Earth or DG Trails**
  - Perimeter Trails (8' wide)
  - Village Nature Trails (6' wide)
  - Nature Trails (4' wide)
  - Primitive Trails (Exist. or 2.5' wide)
  - SDG&E Service Road (Existing)
- Concrete Trails**
  - Multi-Purpose Trails
    - Fanita Parkway (10' wide)
    - Cuyamaca Street (8' wide)
  - Village Access Trails
    - Village Center (10' wide)
    - Village Connection (6' wide)
- Trailhead
- Potential Trail Access Point
- Trail Staging Area

Source: Fanita Ranch Development Plan 2022.

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### **3.3.3.2 Neighborhood Parks**

Approximately 31 acres of the proposed project would include Neighborhood Parks, which would offer similar recreational features as the Community Park, but on a smaller scale. There would be a total of eight Neighborhood Parks. Amenities would include open play fields with benches, fencing and backstops (when appropriate), playgrounds, sport courts, gardens, picnic facilities, and restrooms, along with trailheads and viewpoints. Sport courts and active sport fields would not be lighted for nighttime use. Neighborhood Parks would be defining features for the villages to help identify and support each neighborhoods' character. Due to the proximity of the Neighborhood Parks to residences, most Neighborhood Park users would walk to the parks. Therefore, parking would be limited to on-street parking spaces unless adjacent street grades necessitate on-site accessible parking, which would be provided consistent with City of San Diego parking requirements for parks. All Neighborhood Parks on the project site would be HOA owned, operated, and maintained except NP-8 adjacent to the proposed school site, which would be owned, operated, and maintained by the City.

### **3.3.3.3 Mini-Parks**

Approximately 31 Mini-Parks would be distributed throughout the three villages and Special Use area on approximately 16.4 acres of the project site. There would be 2 Mini-Parks in Fanita Commons, 1 being the Village Green (described below); 12 Mini-Parks in Orchard Village; 16 Mini-Parks in Vineyard Village; and 1 Mini-Park in the Special Use area. These parks may provide small passive lawn areas for recreation and relaxation-type uses with amenities such as seating, shade trees, native and drought-tolerant landscape interpretive stations, walkways, and pollinator gardens. Many Mini-Parks would be access points for the trail system and for firefighters and brush management maintenance personnel. Mini-Parks would be intended to serve residents who live within walking distance and would not have parking facilities. Mini-Parks would be HOA owned, operated, and maintained.

### **3.3.3.4 Village Green**

The Village Green is a specialized approximately 1.6-acre Mini-Park (included in the total acreage for Mini-Parks) that would provide a multi-purpose space in the Fanita Commons Village Center. It would accommodate performances, art fairs, outdoor movies, farmers markets, and other social functions. In addition, it would provide a focal point for larger community festivals, with connections to the Farm across Cuyamaca Street, the Village Center, and the Community Park. When not in use for community events, the large open turf area, with possible shade trellises and seating along the perimeter, would provide passive use spaces for Fanita Commons residents and visitors. The Village Green would be HOA owned, operated, and maintained, and parking would be on the adjacent streets unless the street grades necessitate on-site accessible parking, which would be provided consistent with the City of San Diego parking requirements for parks.

### **3.3.3.5 Linear Parks**

Two Linear Parks would flank the large southerly riparian area that divides Fanita Commons and Orchard Village: a Mini-Park north and a Neighborhood Park south of the riparian area. These two parks would provide visual relief between Fanita Commons to the north and Orchard Village to the south. The riparian character of Fanita Parkway would be continued east along Street “A” to Cuyamaca Street. In addition, the Linear Parks would be an important component of the AgMeander system, which is described below in more detail, connecting the school and Orchard Village residences to the Farm along a series of natural paths. The AgMeander and native landscape stations would provide informative resting places along the approximately 2 miles of Linear Park paths. Linear Parks would be HOA owned, operated, and maintained.

### **3.3.3.6 AgMeander**

The AgMeander would be a series of trails and paths that would unite nature and agriculture for an educational experience. While the Farm would be the agricultural center of the proposed project, the AgMeander would use community trails to connect the Farm to the villages, school, and parks. The AgMeander system would begin at the event barn in Fanita Commons and extend throughout the project site from the villages in the north to the Santee Lakes Recreation Preserve and the Special Use area. The AgMeander system would expand the food concept beyond commercial production by providing context for food production and demonstrating how everyday landscape can be ornamental and edible. AgMeander information would be available in numerous forms, including traditional interpretive signage, a website, and audio for the visually impaired. The AgMeander would be HOA programmed, owned, and maintained except where it traverses City-owned parks.

### **3.3.4 Habitat Preserve**

More than half of the project site (1,650.4 acres or approximately 63 percent) would be preserved as permanent Habitat Preserve. The Habitat Preserve applies to open space areas outside the limits of development but including specific revegetated slopes at the edge of the development area. The majority of the Habitat Preserve area, approximately 900 acres, is located in the southern portion of the project site. This area currently includes a network of private dirt roads and trails, many of which are subject to frequent illegal off-road vehicular traffic and unauthorized human activities that have been detrimental to the sensitive habitats in the Habitat Preserve. The Habitat Preserve would be owned, conserved, and managed in perpetuity by a Habitat Preserve management entity through the PMP with a funding mechanism approved by the City in accordance with applicable regulations. The PMP would direct long-term management of preserved biological resources through the enhancement, restoration, and maintenance of native vegetation communities, sensitive species, and the local ecosystem. Areas between and surrounding the villages would be included in the Habitat Preserve based on the high-quality habitat and the opportunity to provide

wildlife movement corridors in these locations. Restoration and management of the Habitat Preserve would be accomplished as prescribed by the NCCP design guidelines and standards and the City's Draft MSCP Subarea Plan.

### **Preserve Management Plan**

The PMP prepared for the Habitat Preserve would direct the long-term management of biological resources in accordance with the habitat management objectives provided in the Fanita Ranch ~~Specific Development Plan~~ (City of Santee ~~2020a~~2022a) and to meet the requirements of the City's Draft MSCP Subarea Plan. The following objectives would guide habitat management on the project site:

- A. Designate biologically sensitive and diverse areas on the project site as Habitat Preserve for inclusion in the City's Draft MSCP Subarea Plan.
- B. Ensure the long-term viability and sustainability of native ecosystems on the project site through long-term funded Open Space management.
- C. Implement the NCCP Act design guidelines and standards, including conservation and enhancement of sensitive habitats and species, promotion of healthy biodiversity, and allowance of managed passive recreation uses, such as trails.
- D. Provide carefully planned and managed public access to the Habitat Preserve to allow residents and visitors to enjoy the scenic qualities of the project site, connect with nature, and learn about and appreciate the project site's biodiversity.
- E. Restore and enhance native plant and animal communities in key locations to support long-term propagation of viable populations of sensitive plant and animal species.
- F. Close existing, informally established, and potentially harmful trails and provide revegetation in those areas.
- G. Maintain viable wildlife corridors through the project site and provide wildlife corridor connections to adjoining Open Space areas to maintain large-scale wildlife movement.
- H. Develop a management strategy to enhance and protect sensitive species, habitats, and wildlife corridors and linkages to ensure they remain functional and healthy.

Implementation of the PMP is identified as Mitigation Measure BIO-1 in Section 4.3, Biological Resources.

### **3.3.5 Farm**

The Farm would be designed to be the community focal point of the proposed project. The approximately 27.3-acre site would be within and along the eastern border of Fanita Commons near the center of the entire development. The Farm would include a large barn that would set the architectural theme of the community and provide a venue for special events and Farm operations.

The Farm would be a working farm and would include terraced vegetable fields, pasture lands, limited housing for employees, raised gardens, and small-scale animal husbandry. A tunnel would be constructed under Street “W” to allow for the movement of agriculture equipment around the Farm. A community-supported agriculture program, where the consumer receives produce on a regular basis, would be offered. Food grown on the Farm would also be distributed to local schools, restaurants, and other institutional facilities, such as congregate care and assisted living facilities.

The Farm would allow for a range of community activities including farm-to-table events, community harvests, weddings, and other celebrations and festivals. Farm-based education would be provided as tours, volunteer opportunities, camps, and workshops related to gardening and farmer training, nutrition, cooking, herbal medicines, and home preservation of food. The Village Center and the Village Green would allow the Farm’s activities, such as farmers markets and festivals, to expand into the Village Center. Potential uses in the Village Center would include a retail nursery, gourmet farm-to-table restaurants, artisan bakeries or cheesemakers, craft breweries, and other gourmet food shops.

In addition to the Farm, the agrarian theme would extend throughout the community. Fruit and nut orchards and vineyards would be planted throughout the project site, thereby adding to economic opportunities for the Farm, providing food for the community, supporting wildlife habitat, and enhancing the rural character of the land. Community and residential gardens would provide residents with an opportunity to grow their own food and provide plants and fresh produce.

## **3.4 Infrastructure**

### **3.4.1 Mobility**

Mobility on the project site would focus on reducing the number and length of vehicle trips and providing alternatives to fossil fuel-powered vehicle use. This would be achieved through organizing land uses to locate services and goods close to residences and optimizing circulation systems to create direct, efficient, safe, and comfortable routes for various transportation modes. Land uses would be designed to meet the daily needs of the proposed project residents and minimize trips outside of the development. Emphasis would be placed on encouraging transportation modes that generate fewer emissions, such as walking, biking, EVs, transit, and ride-sharing.

#### **3.4.1.1 Regional and Site Access**

The City is accessible by SR-52, which connects to Interstate 5 and Interstate 805 to the west, SR-125 in the City center, and SR-67 in the eastern area of the City. SR-67 and SR-125 also provide connections to Interstate 8 south of the City. From SR-125, the proposed project can be accessed by Mission Gorge Road to Cuyamaca Street or through the future extension of Magnolia Avenue to Cuyamaca Street. From SR-52, the proposed project can be accessed directly from Cuyamaca

Street or indirectly by Mast Boulevard to Fanita Parkway or the extension of Magnolia Avenue from the existing terminus at Princess Joann Road to Cuyamaca Street.

### 3.4.1.2 Proposed Vehicular Circulation Network

#### Complete Streets Roadway Network

Streets on the project site would be established in the Fanita Ranch ~~Specific~~ Development Plan and would be designed as a system of complete streets that supports multiple user types, including motorists, pedestrians, bicyclists, and transit riders (see Figure 3-7, Vehicular Circulation Plan). The proposed project streets would establish a roadway network of varying design capacities tailored to serve the land uses in the three villages. On-site streets would generally be two lanes and would include a variety of design elements, including roundabouts, split streets, landscaped medians, and parkways. Roadway improvements associated with development in the proposed project would include the extension of existing roadways and the construction of new internal systems of public and private streets. On the project site, specially designed street segments would respond to the physical characteristics of the site, including steep terrain and environmentally sensitive areas, and express the agrarian character through design and landscaping. Parkways would be planted with native and edible plant species to complement adjacent Open Space and the Farm.

Residential collector streets of various types would connect the three villages. East of Cuyamaca Street, two Residential Collectors (Type II) (Street “V” and Street “W”) would provide access to Vineyard Village and minimize impacts to the habitat area. These street segments would be narrow to minimize grading and crossing distance for wildlife. A 6-foot-wide median would be specially designed to minimize barriers perceived by wildlife. Paving through this segment of roadway may consist of colored pavement that mimics the natural terrain. Because these street segments would be major fire evacuation routes, landscaping would be permanently irrigated and limited to low-growing, fire-resistive shrubs and ground covers with a few trees. Residential collectors would terminate into internal residential streets within the three villages.

Residential streets would include conventional two-way streets with parallel parking and 5-foot-wide sidewalks on both sides. In select locations, the sidewalk on one side would be replaced with a 6-foot-wide trail. The residential street would be modified along the proposed school site to accommodate pedestrian circulation and drop-off. The final design would be coordinated with the Santee School District during school site design. In certain areas of the proposed development, split residential streets would occur. Split residential streets would be one-way streets separated by a median or park with parallel parking and 5-foot-wide sidewalks on both sides. Private streets would be composed of local two-way streets with parallel parking and a 5-foot-wide sidewalk on one side and a 5-foot-wide street tree easement on the other side. The only private streets on site would be two streets in Vineyard Village and the extension of Carlton Hills Boulevard in the Special Use area.

A variety of street segments would be possible in each Village Center. This is intended to provide future designers with options in creating diversity in streetscapes that are consistent with the vision for walkable, “main street” style Village Centers. Each Village Center street would be required to provide on-street parking in parallel or angled configurations. Each Village Center street would also include a 10-foot-wide sidewalk on either side, with tree wells located within the sidewalk approximately every 50 feet.

Private driveways are anticipated in Orchard Village and in residential areas in the Village Centers. Private driveways would provide access to garages at the backs of buildings and would be used to eliminate garage doors along the street to improve the street scene. These narrow travel ways are intended for vehicle use and are designed for local access only. To allow for landscaping, buildings would be set back a minimum of 4 feet from the edge of the private driveway. Garage setbacks from the adjacent private driveway would be 4 to 5 feet where no full garage driveway is provided or a minimum of 18 feet where full garage driveways are provided. Parking would be prohibited along the private driveways.

### **Traffic Calming Plan**

A Traffic Calming Plan would be implemented throughout the project site to improve the quality of life for residents and lower the vehicle speeds on neighborhood streets without restricting access (Figure 3-8, Conceptual Traffic Calming Plan). The plan would include a set of street designs that slow and reduce traffic speeds while encouraging walkers and cyclists to share the street. The intent of traffic calming measures is to create streets that are valuable public spaces shared equally by all users.

The objectives of the Traffic Calming Plan are as follows:

- Increase the level of respect for non-motorists
- Improve safety and convenience for users
- Reduce traffic accidents
- Reduce noise
- Provide space for non-vehicular users
- Enhance street appearance
- Reduce vehicular speed
- Reduce the need for enforcement

Traffic calming measures would promote pedestrian, bicycle, and vehicle safety by controlling the speed and distribution of vehicles traveling through the project site. Six roundabouts are proposed as part of the proposed project’s circulation plan to reduce traffic speeds and provide connection to the internal streets and villages (see Figure 3-7). The roundabouts would eliminate the need for left-turn and U-turn movements, controlling vehicle speeds and providing a safer environment for pedestrians.

In addition to the roundabouts, the traffic calming measures described in Table 3-6 would be incorporated into the proposed project as project design features.

**Table 3-6. Project Traffic Calming Measures**

Traffic Calming Measure	Description	Benefits
Gateways	Treatments would include the use of signs, landscaping, special paving, and community identity monuments at the entrances to neighborhoods announcing to motorists that they are entering a community where there is a significant change in the driving environment.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Enhances community aesthetic</li> </ul>
Roundabouts	Roundabouts would include a raised center landscaped island, special paving, splitter islands, accessible pedestrian crossings, and pedestrian/bike refuge islands.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> <li>• Improves traffic movement</li> <li>• Replaces traffic stops/signals</li> </ul>
Chicanes	A chicane is a channelization that causes a single or series of tight turns in opposite directions on an otherwise straight section of a street. The combination of a narrowed street width, a wider raised median, and a serpentine path slows traffic.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>
Raised Medians/Split Streets	Raised medians/split streets would include raised, plantable median areas at the center of a street and split streets with park or Open Space areas in the center.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Reduces cut-through volume</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>
Intersection Pop-Outs	Intersection pop-outs are curb extensions that narrow the street at intersections by widening the sidewalks at the point of crossing. They are used to make pedestrian crossings shorter and to reduce the visual width of a long street. Intersection pop-outs can also be used to create a street gateway effect, visually announcing an entrance to a neighborhood.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves pedestrian safety</li> <li>• Provides multimodal accommodations</li> </ul>
Raised Crosswalks	A raised crosswalk is essentially a speed table and is typically approximately 3.5 inches high and 22 feet long in the direction of travel with 6-foot ramps at the ends and a 10-foot field top. Final dimensions would be determined during final engineering.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Enhances pedestrian safety</li> </ul>
Lane Narrowing	Travel lanes are narrowed by reducing the paving width from standards and may include pavement markings.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>

**Table 3-6. Project Traffic Calming Measures**

Traffic Calming Measure	Description	Benefits
On-Street Bicycle Facilities	Bicycle lanes are designated by signage and pavement markings identifying separate travel lanes for bicycles.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>
On-Street Parking	On-street parking would be provided as striped diagonal parking or parallel parking along one or both sides of a street.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>
Yellow Flashing Beacons with Advisory Speed Signs	Yellow flashing beacons with advisory speed signs would be provided to alert drivers of steep roadway grades and to reduce speed on Magnolia Avenue.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>

Source: City of Santee 2020a.

### 3.4.1.3 Alternative Transportation Network

The proposed project recognizes the importance of alternative modes of transportation and the rapidly changing technology associated with improving mobility. A Transportation Demand Management (TDM) plan has been prepared and would be implemented as a mitigation measure (see AIR-6) to support alternative transportation modes; manage shared facilities to optimize modes, implement, and support appropriate advanced technologies; and reduce air quality and greenhouse gas (GHG) emissions. These strategies have been taken from the Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association. The TDM plan provides measures and strategies in the following categories: land use/location, neighborhood/site enhancements, and commute trip reduction programs. The TDM plan would facilitate a balanced approach to promote overall mobility with the ultimate goal of reducing to the extent possible the number of single-rider vehicles trips generated by the proposed project and consequently the vehicle miles traveled. Refer to Section 4.2, Air Quality, for a more detailed description of TDM mitigation measures for the proposed project. The TDM plan is provided in Appendix N.

The following section describes the major alternative mode circulation systems for bicycles, pedestrians, public transit, and low-speed vehicles.

#### Bicycle Circulation Network

Bicycle circulation throughout the project site would be provided through a combination of on-street bike lanes and off-street multi-purpose trails. Mountain biking would be allowed along specific trails in the Habitat Preserve and would be limited to the proposed trail routes to the extent feasible to avoid sensitive habitat areas. Bicycle trails would be designed for recreation and to provide direct access between the villages. Refer to Figure 3-9, Bicycle Circulation Plan, for a depiction of the bicycle circulation network in the proposed project.

A Class I bike path and Class II bike lane with buffer would be provided starting at Mast Boulevard, traveling north on Fanita Parkway along the outer boundary of Orchard Village and Fanita Commons and continuing south onto Cuyamaca Street. Magnolia Avenue connecting with Cuyamaca Street south of the project site would also provide a Class II bike lane with buffer extending east and west. Proposed Street “V” and Street “W” would include Class II bike lanes traveling in an east–west direction between the three villages.

Each village would provide a bike station where riders would have access to water and air pumps, electric bike charging stations, and a bicycle sharing system within the Village Centers. Bicycle parking would be provided at the proposed school site, the Farm, the Village Centers, the Community Park, and the Neighborhood Parks and in multi-family neighborhoods to further support bicycling as a viable alternative to vehicle use.

### **Pedestrian Circulation Network**

Pedestrian circulation throughout the project site would be provided through a network of sidewalks, multi-purpose trails, and hiking trails (see Figure 3-10, Pedestrian Circulation Plan). Every street on the project site would include a sidewalk or multi-use trail to accommodate pedestrian travel. Trails along the northerly and southerly drainages would also offer pedestrian connections between the potential school, the Farm, and the Active Adult neighborhood with minimal interruptions from vehicular traffic. Two pedestrian bridges would provide direct connections across two drainages in Fanita Commons to significantly shorten the walking distance. The bridge that would traverse the northerly drainage would provide convenient access between the Active Adult neighborhood and the Community Park. The bridge traversing the southerly drainage would connect Orchard Village to the proposed school, the Community Park, and Fanita Commons. Traffic calming at intersections could include crosswalks enhanced with striping, signage, and landscape features that would be designed to heighten the driver’s awareness and indicate the presence of pedestrians. In Fanita Commons, curb pop-outs at intersections would be added to narrow the streets, slow traffic and provide shorter crossing routes for pedestrians. Sidewalks throughout the project site would be buffered by landscaped parkways or street parking. Where the Vineyard Village perimeter trail would cross the Residential Collectors near the Habitat Preserve, pavement texture and pedestrian-activated crosswalk warning systems would be utilized for additional pedestrian safety. In the Village Centers, 45-degree parking spaces would be included to slow traffic.

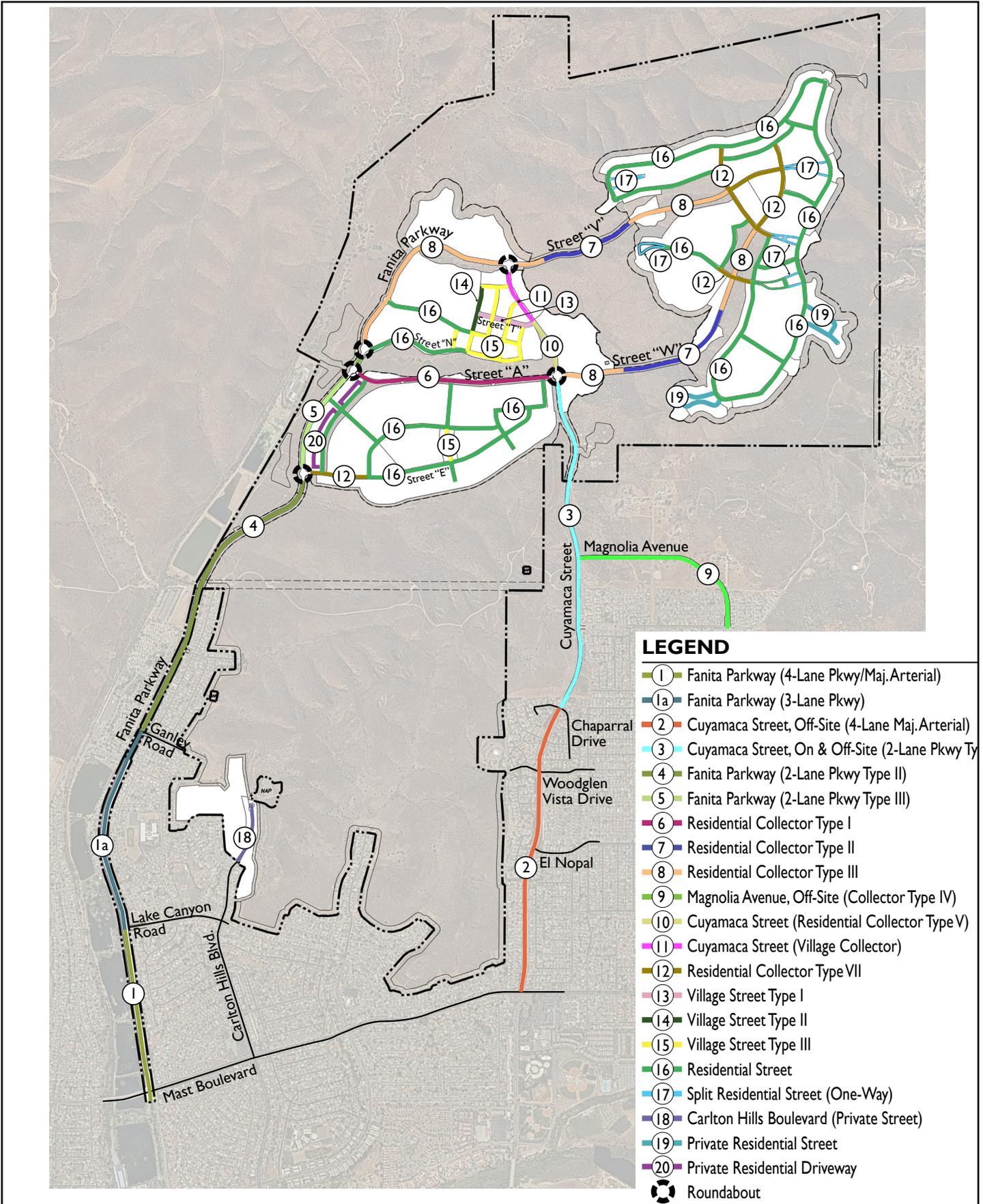
### **Trails**

A series of trails would connect the villages, allowing residents to explore the outdoors and improve their health within the natural surroundings, and learn about and experience farming and food production. The proposed project would provide over 35 miles of trails. See Figure 3-6 for an illustration of the proposed trails throughout the project site. The project site would comply with the American with Disabilities Act accessibility requirements to the greatest extent practicable. Vista points and trailheads throughout the project site would include American with Disabilities Act areas and accessible parking. Post and rail or cable and post fencing would be used

where appropriate for user safety and the protection of surrounding habitat. Many of the proposed trailheads would begin along the outer edges of the villages and connect with existing primitive trails throughout the Habitat Preserve. These trails would end at various existing City streets. The proposed project's local trails would connect with the adjacent existing regional trails north to Goodan Ranch/Sycamore Canyon County Preserve and south to Mission Trails Regional Park. Trail locations throughout the project site would be coordinated to minimize conflicts with sensitive habitat areas by using existing trails and dirt roads and providing signage, well-defined trail markers, fencing, and community education to protect habitat areas.

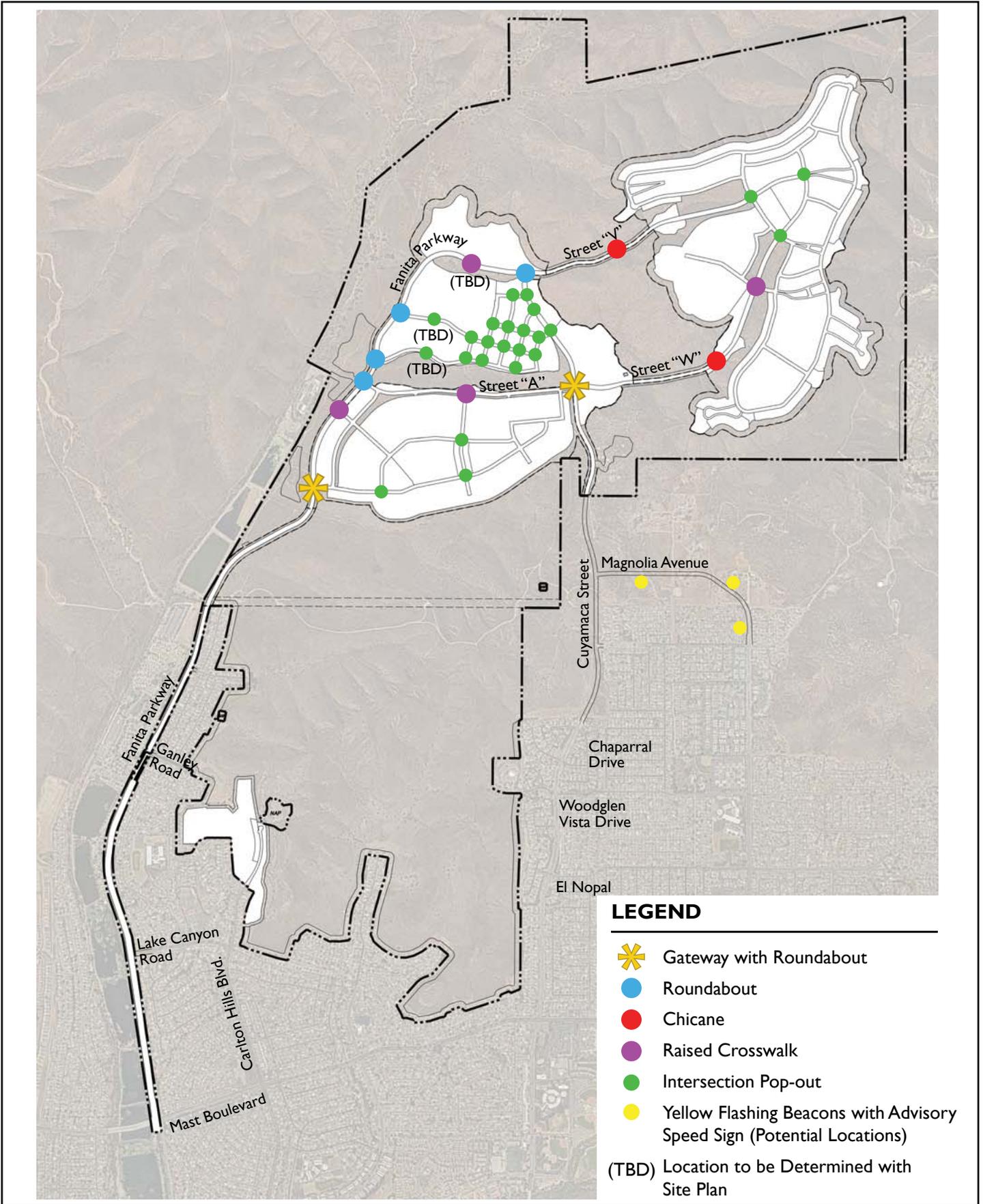
The proposed project would serve as a critical link to the existing regional trail system. Refer to Figures 3-6 and 4.15-1, Parks and Recreational Facilities in Santee, in Section 4.15, Recreation, for an illustration of existing park and recreation facilities surrounding the project site. Important regional trail connections would include the following:

- **Stowe Trail:** This historic trail currently follows the western boundary of the project site from the northern end of the PDMWD property to the northwestern corner of the project site. Access to the existing off-site portion of the Stowe Trail that connects to Goodan Ranch/Sycamore Canyon County Preserve would be retained. Access to the portion of Stowe Trail located on MCAS Miramar is granted by federal permit only.
- **San Diego River Park Trail/Santee River Park:** An existing river park trailhead is located on Carlton Hills Boulevard, approximately 0.5-mile south of the southern terminus of the proposed Fanita Parkway multi-purpose trail (Mast Park West Trail). The existing trailhead would be accessible from proposed sidewalks and bike lanes on Fanita Parkway and existing sidewalks and bike lanes on Carlton Oaks Drive and Carlton Hills Boulevard. The river park trails are also accessible from Cuyamaca Street along existing sidewalks and bike lanes located approximately 1 mile south of the southern terminus of the proposed Cuyamaca Street multi-purpose trail.
- **Goodan Ranch/Sycamore Canyon County Preserve:** In the northeastern corner of the project site, an existing connection from the off-site community of Eucalyptus Hills (in the County of San Diego) to an existing trail that leads northward to the Goodan Ranch/Sycamore Canyon County Preserve would be retained. An existing equestrian trail in the northeastern corner of the project site would be maintained to connect Sycamore Canyon County Preserve to the north with the Oak Creek Drive area of Eucalyptus Hills to the east.
- **Mission Trails Regional Park:** The East Fortuna Staging Area of the park is located approximately 1.5 miles west of the intersection of Fanita Parkway and Mast Boulevard. This staging area provides parking, picnicking, and access to more than 60 miles of trails within the park. The proposed trail on Fanita Parkway that would extend to Mast Boulevard would provide access via Mast Boulevard to Mission Trails Regional Park and staging area.



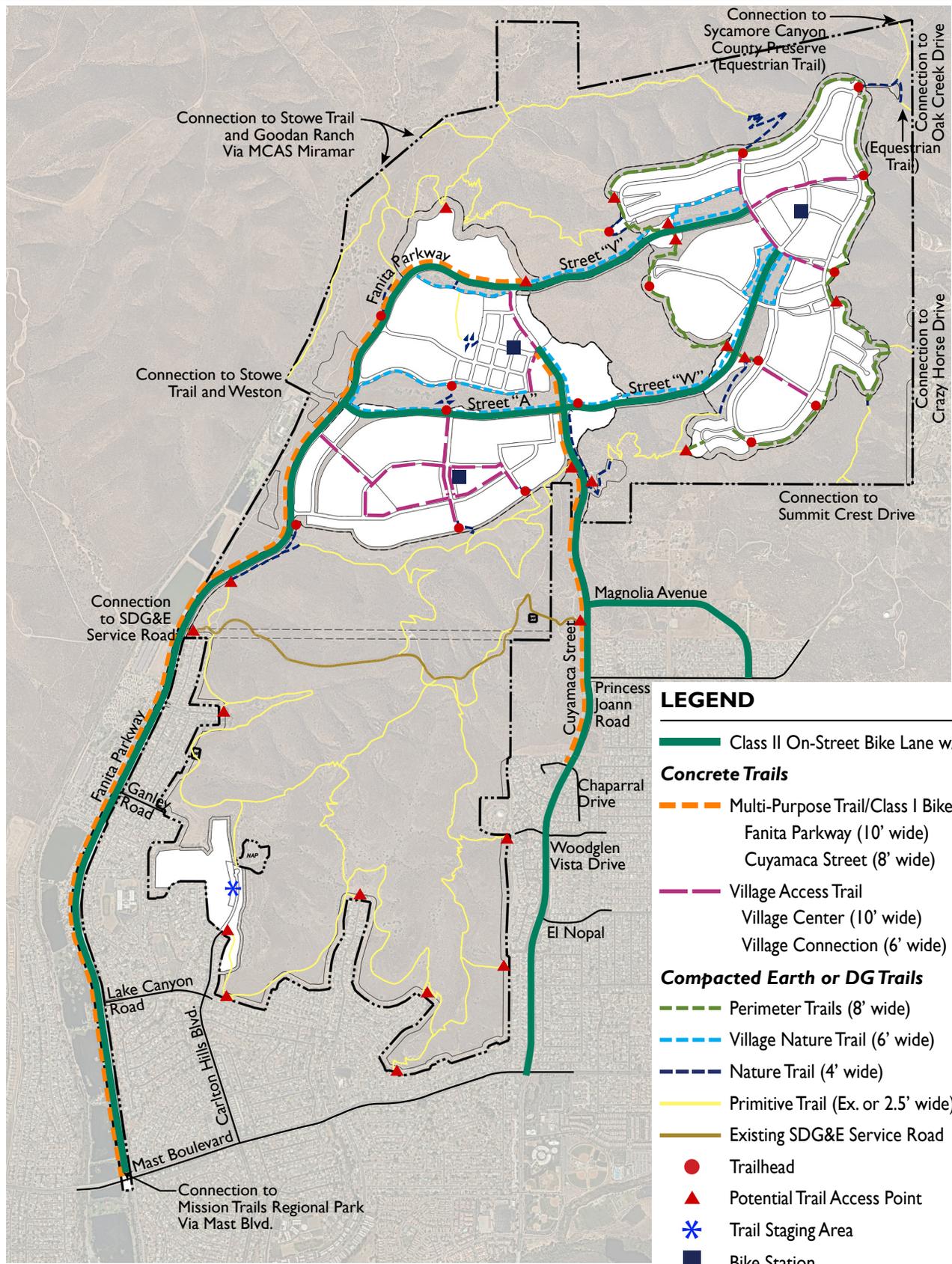
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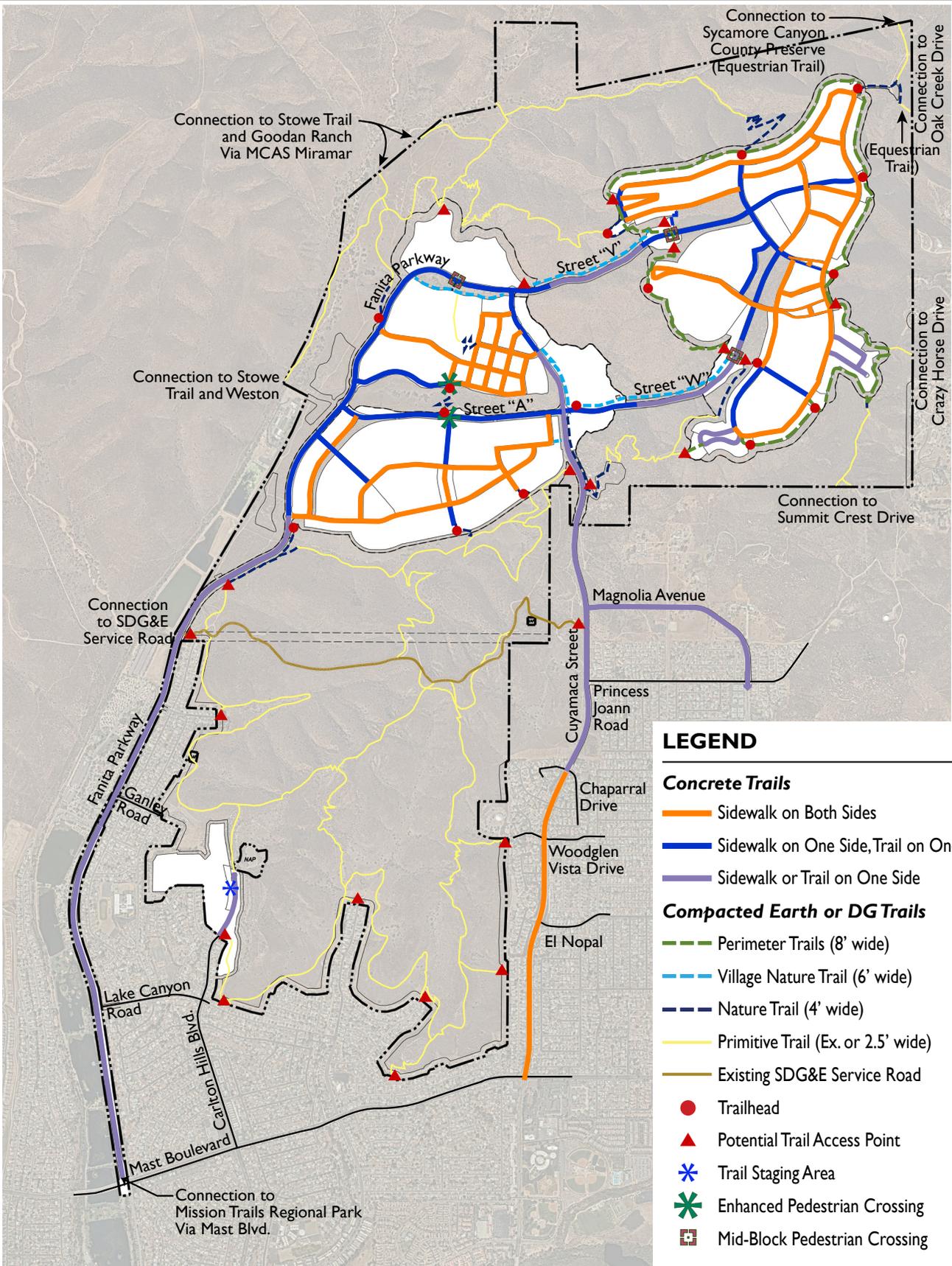


**LEGEND**

- Class II On-Street Bike Lane w/Buffer
- Concrete Trails**
  - - - Multi-Purpose Trail/Class I Bike Path
    - Fanita Parkway (10' wide)
    - Cuyamaca Street (8' wide)
  - Village Access Trail
    - Village Center (10' wide)
    - Village Connection (6' wide)
- Compacted Earth or DG Trails**
  - - - Perimeter Trails (8' wide)
  - - - Village Nature Trail (6' wide)
  - - - Nature Trail (4' wide)
  - Primitive Trail (Ex. or 2.5' wide)
  - Existing SDG&E Service Road
- Trailhead
- ▲ Potential Trail Access Point
- ✱ Trail Staging Area
- Bike Station

Source: Fanita Ranch Development Plan 2022.

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**LEGEND**

- Concrete Trails**
- Sidewalk on Both Sides
  - Sidewalk on One Side, Trail on One Side
  - Sidewalk or Trail on One Side
- Compacted Earth or DG Trails**
- Perimeter Trails (8' wide)
  - Village Nature Trail (6' wide)
  - Nature Trail (4' wide)
  - Primitive Trail (Ex. or 2.5' wide)
  - Existing SDG&E Service Road
- Trailhead
  - ▲ Potential Trail Access Point
  - ✱ Trail Staging Area
  - ✱ Enhanced Pedestrian Crossing
  - ⊠ Mid-Block Pedestrian Crossing

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Multi-purpose trails would be broad, all-weather, high-user volume, concrete-paved paths along Fanita Parkway (10 feet wide) and Cuyamaca Street (8 feet wide) that would connect the proposed project to the Santee Lakes Recreation Preserve, adjacent existing City streets, the trail system along the San Diego River and regional trail systems. These paths would be used for walking, biking, and jogging and would be provided adjacent to the roadways but be physically separated from motor vehicle traffic by a landscaped buffer. Equestrian trail use would be limited to an existing trail in the northeastern portion of the site that connects the Eucalyptus Hills community to the east to the Sycamore Canyon County Preserve to the north.

Village access trails would be concrete-paved paths that connect the Village Centers to the community-wide trail system and would be solely internal project site trails. Perimeter trails would be 8-foot-wide native earth or decomposed granite trails that loop around Vineyard Village and would be intended for recreational use and fire access in that village. These trails would also provide maintenance access to the FMZs. Neighborhood Parks and Mini-Parks would provide maintenance and trail access points.

Village nature trails would be 6-foot-wide native earth or decomposed granite paths internal to the project site that would run along Streets “V” and “W” and would connect Vineyard Village to Fanita Commons and the Farm and provide access to the riparian areas and basins from Fanita Commons, Orchard Village, and Vineyard Village.

Nature trails would be 4-foot-wide native earth or decomposed granite recreational trails for use by pedestrians and bicyclists located in developed areas of the project site. These trails would provide access from developed areas to the existing primitive trails in the Habitat Preserve. The final design of nature trails within the Habitat Preserve would be in accordance with Draft MSCP Subarea Plan design standards.

The primitive trail system would be the most geographically extensive and be composed of existing and new native earth recreational trails of varying widths in the Habitat Preserve. Where existing trails have been identified as negatively impacting sensitive habitat, the trails would be closed, the impacted habitat restored, and new primitive trails would be constructed around the sensitive habitat. These trails would connect the project site to its bordering land uses and to the Stowe Trail and Goodan Ranch/Sycamore Canyon County Preserve through Marine Corps Air Station Miramar.

The San Diego Gas & Electric Company (SDG&E) Access Service Road is an existing native earth corridor that crosses through the southern Habitat Preserve used by SDG&E to access the existing power lines and towers. This access road would remain and be suitable for recreational use by pedestrians and bicyclists. Primitive trails from the proposed development would connect to this access road (see Figure 3-6).

## **Alternative Vehicle Circulation Network and Amenities**

Neighborhood electric vehicles (NEVs) are small vehicles typically designed to travel at low speeds. NEVs are built to specific federal vehicle standards by licensed manufacturers and carry a federal certification safety label. According to California Vehicle Code, Section 385.5, (California DMV 2014), NEVs may be operated on public streets where the speed limit is 35 miles per hour or less. In the proposed project, this would include roadways within and between the villages. Tractors and all-terrain vehicles associated with the operation and maintenance of agricultural areas would also be permitted on these low-speed roadways.

Car-sharing/ride-sharing and EV charging use would be supported and encouraged through the provision of passenger loading areas, charging stations, and dedicated preferred parking locations in each Village Center. As a project mitigation measure, EV chargers shall be provided within all Low Density Residential units and some units in the Medium Density Residential, Active Adult, and Village Center land use designations, as well as within the parking lots of commercial uses in the Village Centers. See Section 4.7, Greenhouse Gas Emissions, for further detail on EV chargers required as mitigation for the proposed project.

### ***Circulation Improvements***

The proposed project would improve and construct new segments of three of the Santee General Plan Mobility Element streets: Fanita Parkway, Cuyamaca Street, and Magnolia Avenue (City of Santee 2017a). Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary. A description of each circulation improvement is provided below and shown on Figure 3-7.

#### **3.4.1.4 Fanita Parkway**

The proposed project would improve portions of on-site Fanita Parkway to accommodate the increased project traffic and extend the northern limit of the street to provide a western entry onto the project site. Fanita Parkway currently begins at Carlton Oaks Drive and extends north approximately 1.7 miles until it ends at Ganley Road. The proposed project proposes to widen Fanita Parkway between Mast Boulevard and Lake Canyon Road from an existing two-lane street with no median to a four-lane divided parkway/major arterial with a landscaped median. Bicycle lanes would be provided on the eastern (northbound) and western (southbound) sides of the street and, in combination with a buffer, act as emergency lanes for first responders in the event of an emergency or evacuation. A multi-purpose trail would be provided on the western side of the street. Parking along Fanita Parkway would be limited to emergency parking only.

Moving north, Fanita Parkway would transition to a three-lane parkway with a landscaped median from Lake Canyon Road to Ganley Road. The western (southbound) side of the roadway would maintain two travel lanes, while the eastern (northbound) side would consist of one travel lane. This street segment would include bike lanes on both sides and a multi-purpose trail on the western

side of the street. An existing fence along the western side of Fanita Parkway would be partially removed and replaced with a noise wall and screened with native vegetation.

A new segment of Fanita Parkway would be constructed from Ganley Road to the roundabout at Fanita Parkway and Street “E” in Orchard Village. This proposed segment would be designed as a two-lane Parkway with one 12-foot-wide travel lane, a 5-foot bike lane, a 3- to 5-foot-wide bike lane buffer in each direction, and a center raised landscaped median. The proposed 10-foot-wide multi-purpose trail would be located along the western (southbound) side of the street and would be separated from the street by a 4.5-foot-wide landscape area. A 4.5-foot-wide landscape area is proposed on the eastern (northbound) side of Fanita Parkway.

Once Fanita Parkway intersects with Street “E” at the roundabout in Orchard Village, it would continue north and intersect with a roundabout at Street “A.” Fanita Parkway would continue north across the southerly drainage and riparian corridor separating Orchard Village and Fanita Commons and intersect with Street “N” in Fanita Commons. This segment would be a 2-lane Parkway divided by a 10-foot-wide raised median. The 10-foot-wide multi-purpose trail would continue along the western (southbound) side of the street. On-street parallel parking would occur on the eastern (northbound) side of the street, and a 5-foot-wide bike lane would be provided on both sides of the street.

Fanita Parkway would curve east and intersect with Cuyamaca Street at another roundabout before terminating at Street “V.” This segment would consist of a 2-lane Residential Collector with a 14-foot-wide median and an 8-foot-wide bike lane in each direction. The 10-foot-wide multi-purpose trail would continue along the western (southbound) side of the street with a 5-foot-wide sidewalk on the other side.

To avoid hindering wildlife movement across Fanita Parkway, a 48-inch reinforced concrete pipe culvert and directional curbs would be constructed as a mitigation measure to allow small wildlife to cross under Fanita Parkway. Additional detail on the wildlife undercrossing is provided in Section 4.3 and the Biological Resources Technical Report (Appendix D).

#### **3.4.1.5 Cuyamaca Street**

The proposed project would improve portions of Cuyamaca Street to accommodate the increased project traffic and extend the northern limit of the street approximately 4,600 feet through a series of easterly drainage ravines to provide the eastern entrance onto the project site. Cuyamaca Street is currently designed as a 2-lane divided street with one travel lane in each direction and a landscaped median for approximately 1 mile from Mast Boulevard north to Chaparral Drive. The off-site street segment from Mast Boulevard to Chaparral Drive would be widened to a 4-lane Major Arterial with two travel lanes in each direction and a 14-foot-wide landscaped median. A 5-foot-wide bike lane would be installed in both directions and, in combination with a buffer, serve as an emergency lane for first responders in the event of an emergency or evacuation. Existing 5-foot-wide sidewalks with landscaped buffer on both northbound and southbound sides of the street would remain.

Cuyamaca Street would be extended north of Chaparral Drive onto the project site to the roundabout at Street “A” and Street “W” in the northeastern corner of Orchard Village. This on-site street segment would consist of a 2-lane Parkway (Type I) with 5-foot-wide bike lanes in each direction and an 8-foot-wide multi-purpose trail on the western (southbound) side of the street. The width of Cuyamaca Street as it enters the project site would be carefully planned to reduce grading and preserve the scenic character of the existing rock outcroppings and topography as a gateway into the community while providing full mobility and emergency access.

From the roundabout at Street “A” and Street “W” north to Street “T” in Fanita Commons, Cuyamaca Street would transition into a Residential Collector (Type V) two-lane divided street with a 5-foot-wide bike lane in each direction, an 8-foot-wide multi-purpose trail on the western (southbound) side of the street, and a 6-foot-wide village nature trail adjacent to the Farm on the eastern (northbound) side of the street. This on-site section of the street would slope down toward the Fanita Commons Village Center, offering views of the Farm and hills north of the village.

From Street “T” to the roundabout at Fanita Parkway and Street “V,” Cuyamaca Street would transition to a two-lane Village Collector with 45 degree angled parking in each direction, a 14-foot-wide sidewalk/multi-purpose trail on the western (southbound) side of the street, and a 10-foot-wide sidewalk on the eastern (northbound) side of the street. Landscape pockets would be intermittently between angled parking stalls. In addition, Streets “V” and “W” would include an extra buffer that, in combination with the bike lanes, would act as an emergency lane for first responders in the event of an emergency or evacuation.

To avoid hindering wildlife movement as a result of the Cuyamaca Street extension, a wildlife undercrossing would be implemented as a mitigation measure under the future Cuyamaca Street extension approximately 400 feet south of the project limits. This undercrossing would be adequate to allow coyotes, mule deer, and smaller-sized wildlife to use existing or manufactured topography. The proposed crossing would measure 22.5 feet wide, 12 feet tall, and 115 feet long as suggested for mule deer and other large mammals in Southern California. Additional detail on the wildlife undercrossing is provided in Section 4.3 and the Biological Resources Technical Report (Appendix D).

#### **3.4.1.6 Magnolia Avenue**

Magnolia Avenue is a north–south street that currently terminates at the northern edge of existing development approximately 500 feet north of Princess Joann Road, southeast of the project site. The proposed project would improve and extend Magnolia Avenue from its current terminus and curve to the west prior to the certificate of occupancy of the 1,500th equivalent dwelling unit (EDU), approximately 0.5 mile from its current northerly terminus to intersect with the extended off-site segment of Cuyamaca Street south of the project site boundary. This extension would provide additional access to the proposed project by Cuyamaca Street. The extended off-site Magnolia Avenue Collector Type IV would consist of one travel lane in each direction, a 12-foot-wide painted center median, 5-foot-wide bike lanes, parking on northbound and southbound sides,

a landscaped area on the eastern (northbound) side, and a 5-foot-wide continuous sidewalk on the western (southbound) side of the street.

### **3.4.1.7 Carlton Hills Boulevard**

Carlton Hills Boulevard is an existing off-site public street that currently ends at a gate located just north of Swanton Drive. Public access is restricted north of the gate. The off-site extension of Carlton Hills Boulevard would be a private street to the north of its existing terminus and would provide access to the Special Use area, the PDMWD reservoir, a Mini-Park that includes a trail staging area and parking area. The existing asphalt curbs would be replaced with concrete curb and gutter and a 5-foot-wide sidewalk would be constructed on the western side (southbound) of the street. Due to existing geologic conditions, permanent irrigation would not be allowed, and plantings would be limited to a non-irrigated hydroseed mix of hardy native grasses, forbs, perennials and a few shrubs, as required, for implementation of BMPs. The hydroseed mix would be applied in the winter to maximize establishment.

### **3.4.1.8 Dead-End Street Improvements**

The proposed project would improve 26 dead-end streets along the southern edge of the project boundary and northern development limits in the City. The improvements would include the addition of sidewalks, implementation of best management practices (BMPs), installation of chain-link fences, cleaning out of brow ditches, installation of rolled curbs, installation of storm drains and catch basins, and inclusion of trail and emergency vehicle access.

## **3.4.2 Water Supply**

### **3.4.2.1 Potable Water System**

The proposed project is located within the water service boundaries of PDMWD. A new domestic water system consisting of transmission and distribution pipes, two reservoirs, and two pump stations would be constructed to distribute potable water throughout the project site. Water from the existing Carlton Hills reservoir and existing Cuyamaca water tank would provide water to the proposed project. Refer to Figure 3-11, Conceptual Potable Water Plan, for a depiction of potable water facilities to the proposed project.

The water system for the proposed project would be designed to provide a minimum 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet. The proposed water system would be designed and installed per PDMWD and Santee Fire Department (SFD) requirements. Some private hydrants would be installed on the project site, in coordination with PDMWD. Sixteen-inch water mains would be installed in Fanita Parkway and Cuyamaca Street and transition to 12-inch mains in Fanita Commons and Orchard Village and would be looped through the villages to provide adequate domestic and fire flow service in the event of a disruption of water supply from one of the mains. Piping in Fanita Commons and Orchard Village would be 12 and 16 inches, while piping in Vineyard Village would be 10, 12,

and 16 inches. The proposed project would make two connections to PDMWD's system: one at the intersection of Chaparral Drive and Cuyamaca Street to the Magnolia Zone, and one at the Carlton Hills Tank to the Gravity Zone. For approximately 21 single-family residences (Low Density Residential units) with lower pressures in Vineyard Village, private booster pumps would be installed as a project design feature to adequately convey water to these residences. For a more detailed description of the potable water system for the proposed project, refer to Section 4.17, Utilities and Service Systems, and the Fanita Ranch Water Service Study (Appendix O1).

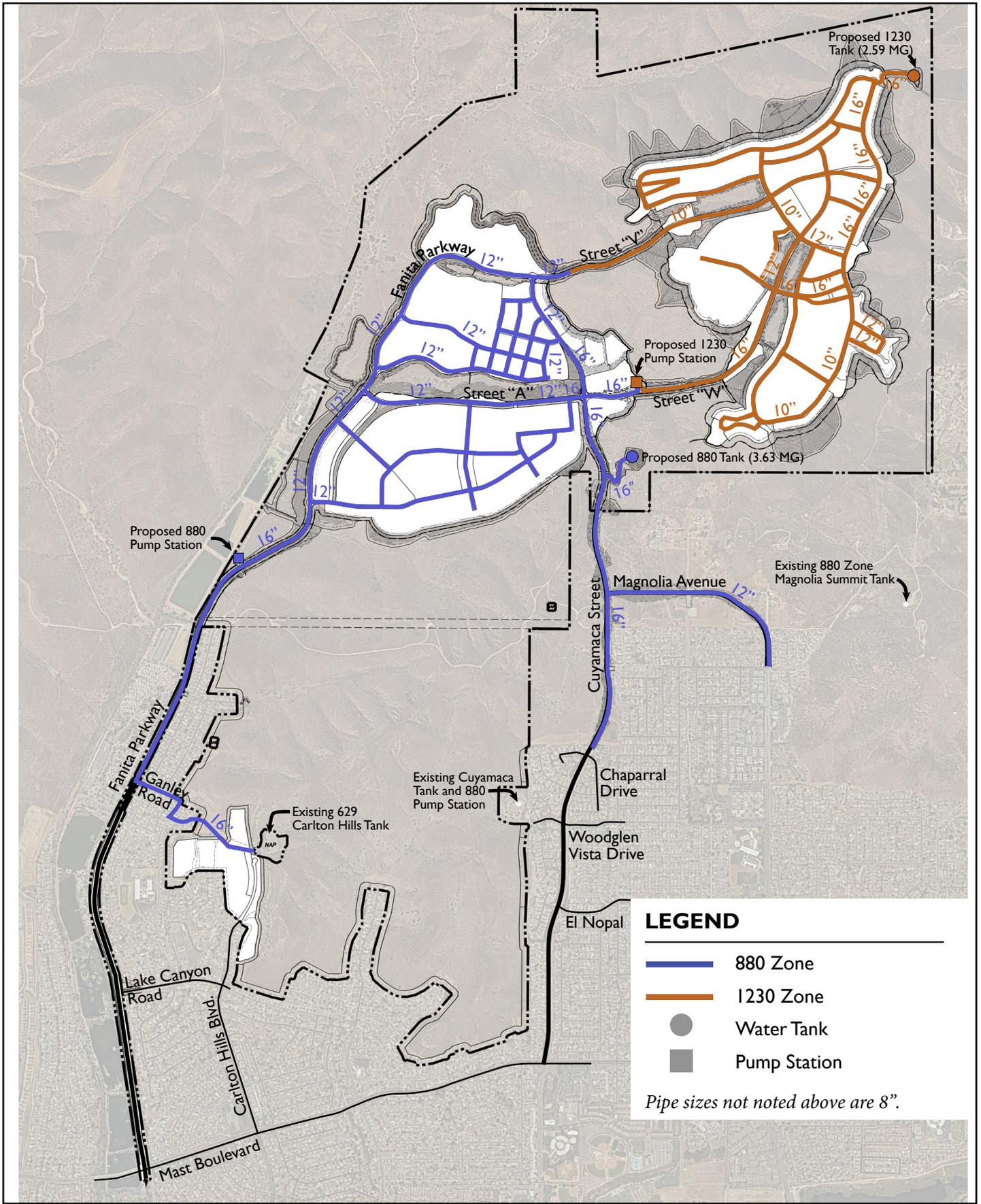
### **3.4.2.2 Recycled Water System/Advanced Treated Water**

PDMWD provides recycled water service for the cities of Santee, El Cajon, and Lakeside. PDMWD had historically planned for the expansion of its recycled water system to provide additional recycled water supplies, which anticipated serving future development on the project site. However, PDMWD changed direction when it actively engaged in planning and development of the proposed East County Advanced Water Purification Program, which is currently in the project procurement and permitting phase, and construction is estimated to be completed in 2025. This program could provide treated potable water to the project. PDMWD may provide recycled water to the proposed project for construction purposes on a limited and seasonal basis, but PDMWD will not pursue expansion of their permanent recycled water system to serve the proposed project or other future developments in the district. PDMWD will continue to provide recycled water to existing and future customers in the existing Gravity Zone for recycled water.

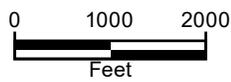
### **3.4.2.3 Sanitary Sewer System**

PDMWD would provide sewer services for the proposed project. A new gravity sewer system, consisting of 8-inch, 10-inch, and 12-inch pipes, that would gradually increase in size as the sanitary flow is conveyed westerly, is proposed on site to collect and convey wastewater to a 15-inch trunk sewer. Wastewater would discharge by gravity into a new PDMWD Ray Stoyer Water Reclamation Facility (WRF) off-site headworks facility to the west of Orchard Village on PDMWD property or be conveyed by gravity to existing 18-inch and 24-inch sewer pipelines to the City of San Diego's Metropolitan Wastewater System Interceptor. The proposed project would construct the new headworks facility on property granted to PDMWD by the project applicant to provide pretreatment for the sanitary flow. Since both discharge locations would be necessary for uninterrupted gravity flow from the proposed project sanitary sewer system, a new diversion structure would be constructed to facilitate routing sanitary flow to either location. Refer to Figure 3-12, Conceptual Sanitary Sewer Plan, for a depiction of the proposed sewer system on the project site.

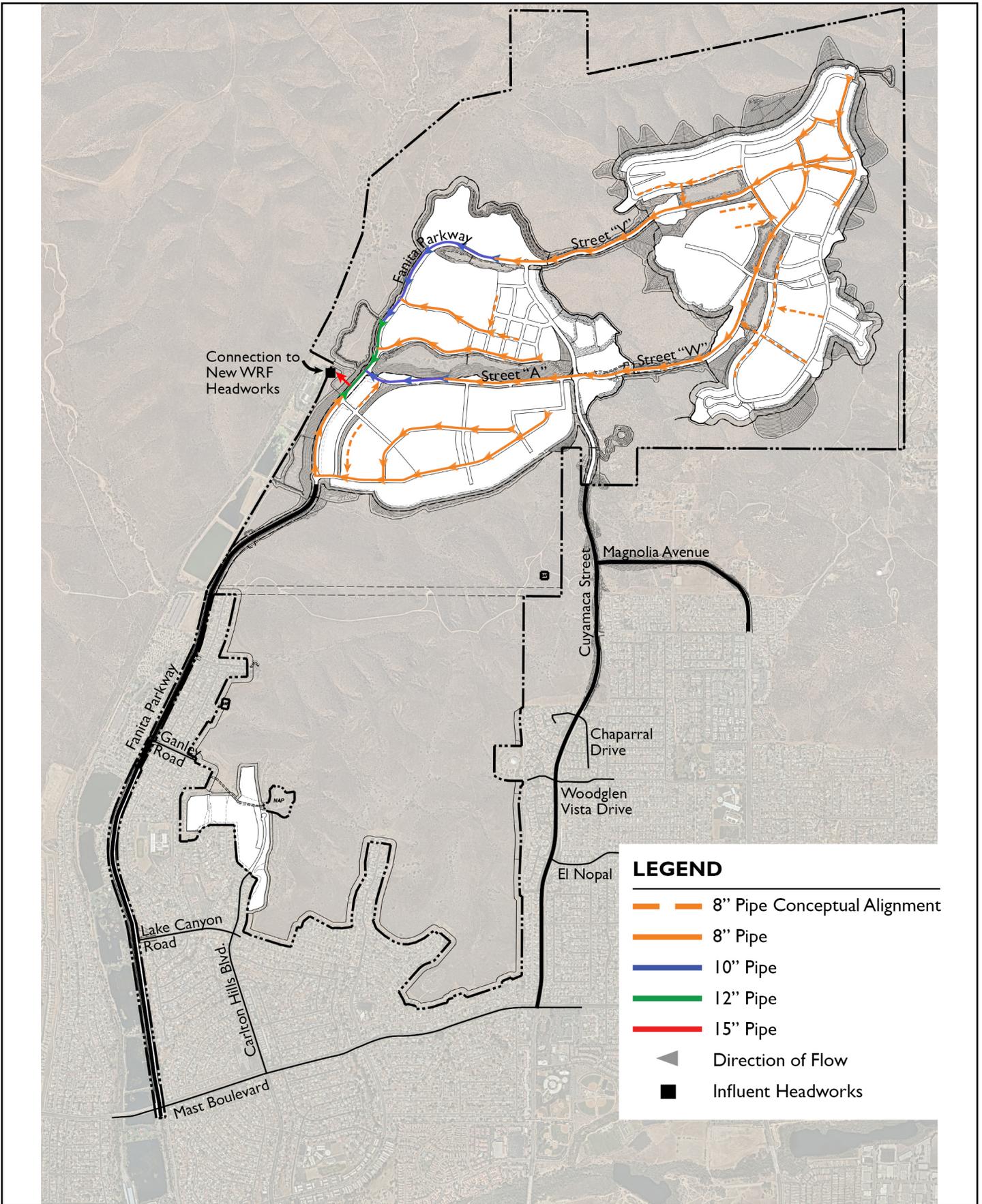
Sewer lines that are installed at greater than a 10 percent gradient would require lined manholes and odor control measures. Sewer lines installed at a gradient of greater than 15 percent would require special review and approval from the PDMWD Director of Engineering. Sewer mains would not be installed at a depth greater than 14 feet. Where pipelines are installed outside of the public right-of-way, easements would be required in accordance with PDMWD standards.



Source: Fanita Ranch Development Plan 2022.



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Source: Fanita Ranch Development Plan 2022.

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As explained in Section 4.17 of this EIR, the design of the headworks facility would meet PDMWD requirements, including redundant pumping units, screening and grinding of influent, backup power, and telemetry. It should be noted that PDMWD's existing Ray Stoyer WRF does not have adequate capacity alone to serve the sewer demand generated by the proposed project. A combination of the WRF and the available capacity in the San Diego Metropolitan Sewerage System (Metro) would provide sufficient capacity to serve the proposed project. As a project feature, sewer installation along proposed Street "F" and the western portion of proposed Street "E" would be installed during Phase 1 of construction to convey gravity flows from the higher elevation residential lots in Orchard Village to the Ray Stoyer WRF. The proposed project would construct 8-inch pipelines generally located in the upstream reaches of the collection system, which would have velocities less than the minimum. To address this issue, as a project design feature, pipeline slopes would be adjusted where possible during sewer design to maximize velocities by setting the upper reaches to a minimum slope of 1 percent until 50 equivalent dwelling units are connected upstream to address velocities that are less than the minimum. With the above stated improvements, the PDMWD Ray Stoyer WRF has adequate capacity to serve the proposed project. For a more detailed description of the sanitary sewer system for the proposed project, refer to Section 4.17 and the Fanita Ranch Sewer Service Study (Appendix O2).

### **3.4.3 Stormwater Drainage System**

Stormwater from the proposed project would be collected using low-impact development (LID) techniques and BMPs near the source to ensure that runoff from the development area is treated for pollutant removal prior to discharging into the natural watershed. Stormwater would be treated in compliance with the San Diego Regional Water Quality Control Board requirements. All structural post-construction on- and off-site BMPs would be operated and maintained in perpetuity. Proof of on-going, long-term maintenance of all post-construction BMPs would be submitted annually to the Santee Development Services Director or designee. Refer to Figure 3-13, Conceptual Storm Drainage Plan, for a depiction of stormwater facilities in the proposed project.

The system would collect stormwater through a series of swales, catch basins, and culverts that would direct stormwater to hydromodification and water quality and detention basins. The storm drains would convey water in an east–west direction to one of 15 on-site hydromodification and water quality basins. Two storm drain bypasses located in Street "V" and Street "W" would convey the stormwater between the basins in the villages. This system would allow biofiltration, evapotranspiration, and filtering of the stormwater to remove microscopic organisms, suspended solids, organic material, nitrogen, and phosphorous. Treated stormwater from these basins would drain into Sycamore Canyon Creek and then into the San Diego River. Hydromodification would allow water to be released into Sycamore Canyon Creek and its tributary watersheds at a rate that is consistent with existing natural flows. Energy dissipaters would be used where necessary to reduce the velocity of the stormwater discharges and to minimize erosion. Stormwater flows would

be released in compliance with the City's BMP Design Manual dated February 2016 or most current adopted version at the time of plan approval.

Green Street principles and infrastructure are proposed to meet water quality requirements for portions of Fanita Parkway, Cuyamaca Street, Magnolia Avenue, and Carlton Hills Boulevard where the roadways are proposed to be improved. Four hydromodification and water quality basins are proposed off site in these improvement areas and would serve as combined water quality, hydromodification, and detention basins. The proposed project would implement a Green Streets approach that integrates strategies into roadway design to protect, restore, and mimic the natural water cycle such that runoff is encouraged to be percolated or stored in a more natural manner.

#### **3.4.4 Dry Utilities**

SDG&E provides electricity and natural gas for the County, including the City. These utilities would be extended into the project site from existing local distribution systems in the region. An existing SDG&E electrical transmission easement traverses east to west through the Habitat Preserve on the project site. New electric and natural gas facilities would be installed in joint utility trenches in the public rights-of-way as required by the City. In conjunction with gas and electric facilities, telephone and cable television and internet facilities would also be constructed.

### **3.5 Public Services**

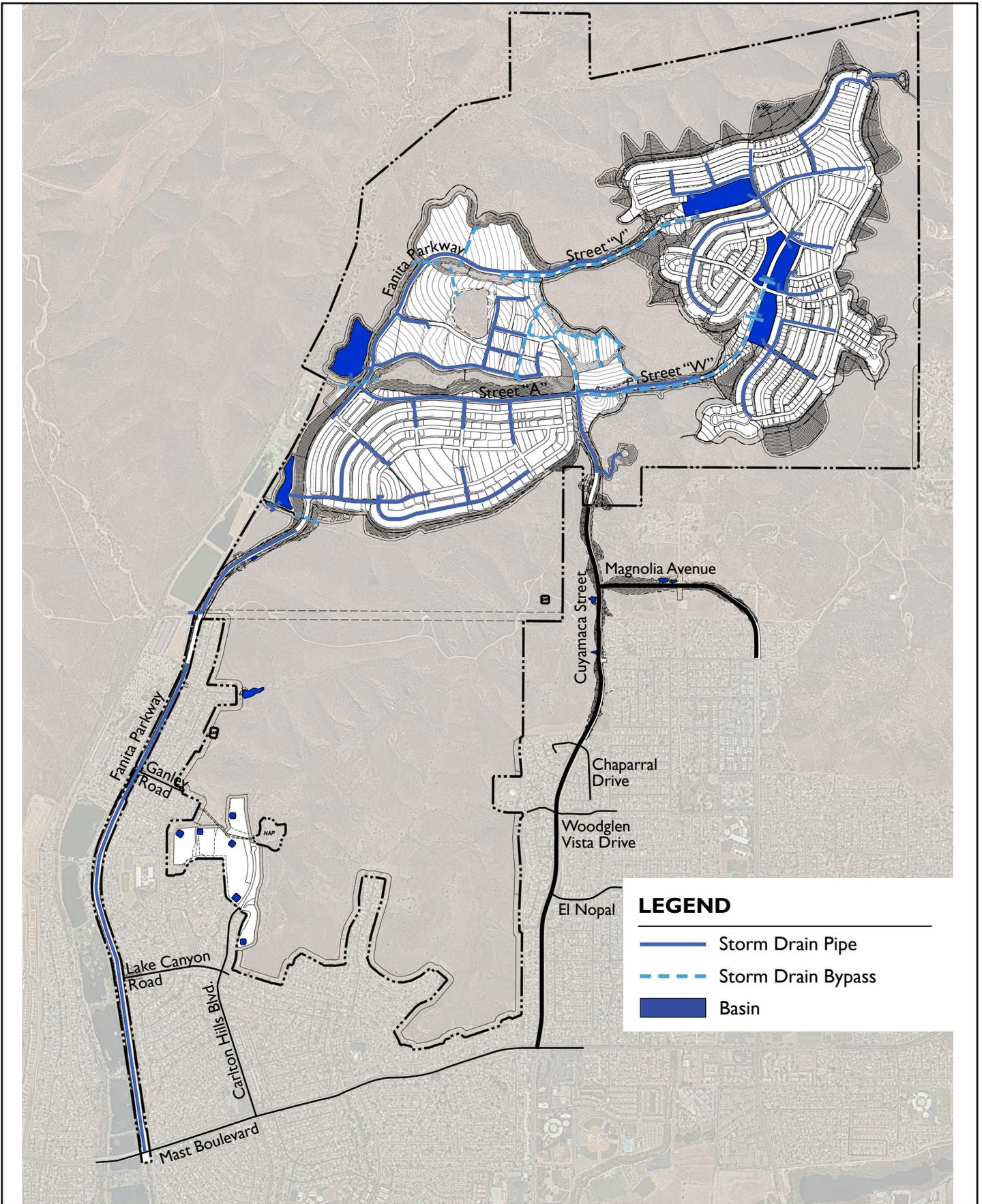
#### **3.5.1 Education**

The School Overlay within the proposed project in Fanita Commons reserves a site for a preferred school or other educational uses. If pursued by the Santee School District, the site could accommodate a K–8 school with up to 700 students, including new students generated by development of the project site. The school site would be located adjacent to the Community Park, the Fanita Commons Village Center, and a Neighborhood Park to provide joint use opportunities. Visual and physical connections would be established between the school site and these adjacent uses through placement of buildings and other outdoor play areas to support interaction between uses. However, the City and applicant do not control whether the site would be acquired for use as a public school.

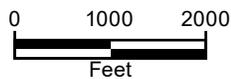
If the site is not acquired for an educational use within 2 years of approval of the final map for the phase in which the site is located, the site could be developed consistent with the underlying Medium Density Residential land use. Under the land use plan without school, grade school students from the proposed project would attend existing schools in the Santee School District.

Regardless of which land use plan is implemented, high school students who would reside in the proposed project would attend existing schools in the Grossmont Union High School District, including West Hills High School and Santana High School.

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Source: Fanita Ranch Development Plan 2022.



**Figure 3-13**

Conceptual Storm Drainage Plan

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### 3.5.2 Police Protection

Law enforcement services would be provided by the San Diego County Sheriff's Department through an existing contract with the City. The Sheriff's Department currently operates two facilities in the City. The primary department offices of the Santee Sheriff's Station are located at 8811 Cuyamaca Street, approximately 3.3 miles south of the project site. An additional Sheriff's Station storefront is located in the Santee Trolley Square Center, approximately 3 miles south of the project site. The Village Center land use designation in Fanita Commons permits a law enforcement satellite office in Fanita Commons for future expansion of law enforcement services in the proposed project if deemed necessary.

### 3.5.3 Fire Protection

The proposed project is located within a very high fire hazard severity zone. Due to its hillside location and surrounding natural Open Space areas, the proposed project has been designed to incorporate a variety of design features aimed at reducing the risk of fire as described below. Fire protection services would be provided by the SFD, which currently operates two fire stations in the City. Station 5 is located at 9130 Carlton Oaks Drive, approximately 2.2 miles south of the Fanita Parkway entry to the project site. Station 4 is located at 8950 Cottonwood Avenue, approximately 3.6 miles south and east of the Cuyamaca Street entry to the project site.

The proposed project would designate a 1.5-acre site for a new SFD-approved, City fire station (Fire Station 20) to be located in the Fanita Commons Village Center. This new facility would be fully staffed and equipped 24 hours per day, 7 days per week. The new fire station would be capable of responding to all of the proposed project's buildable lots within the 6 minute overall response time standard identified in the Santee General Plan (4 minutes travel time). Additionally, the off-site effective fire fighting force (3 engines, 14 firefighters, and battalion chief) would be able to be on site within 8 minutes, consistent with National Fire Protection Association (NFPA) 1710 standard.

## 3.6 Fire-Safe Features

An FPP (Appendix P1), a Construction Fire Prevention Plan (CFPP) (Appendix P1), and a Wildland Fire Evacuation Plan (Appendix P2) have been prepared for the proposed project in compliance with the requirements of the Santee Municipal Code and Ordinance 570 (City of Santee 2020e), the 2019 California Building Code (Chapter 7A), the 2019 California Fire Code (Chapter 49), the 2019 California Referenced Standards Code (Chapter 1-7A), the 2019 California Residential Code, Section R327, as adopted by the City (California Building Standards Commission 2019), and the County's most recent (2010) Fire Protection Plan Guidelines for Determining Significance (County of San Diego 2010). Tables 3-7 and 3-8 summarize the code-required safety measures and measures offered that exceed code requirements for the proposed project.

**Table 3-7. Proposed Project Code-required Fire Safety Features**

Feature No.	Features Description
1	<b>Required Wildland-Urban Interface Fire Safety Features.</b> Numerous features that reduce project exposure to flame and embers are required for projects developed in the wildland-urban interface. Such features include but are not limited to non-combustible or ignition-resistant materials for exterior walls of all structures and garages, no paper-faced or combustible insulation in attics or other ventilated areas, no turbine vents, non-combustible rain gutters and downspouts, non-combustible awnings, canopies, or similar overhangs, no combustible fences allowed within 5 feet of structures on any lots, etc. See Section 6.4 of Appendix P1. The proposed project would implement all of these features.
2	<b>Ignition-Resistant Construction.</b> Proposed project buildings would be constructed of ignition-resistant construction materials based on the latest Building and Fire Codes.
3	<b>Interior Fire Sprinklers.</b> All new structures would include interior fire sprinklers and the SFD would have the authority to grant exceptions for non-combustible, smaller buildings. Lots 12 through 25 and 34 through 40 in Vineyard Village would each install a private booster pump with a secondary power source due to marginal domestic water pressures during peak hour demand.
4	<b>Fuel Modification Zones.</b> Provided throughout the perimeter and interior of the project site.
5	<b>Roadside Fuel Modification Zones.</b> Roadside FMZs would be consistent with the current fire codes and be 50 feet wide along project streets adjacent to preserved habitat. Off-site street improvements would receive 30 feet of FMZ if not adjacent to natural open space on each side of pavement.
6	<b>Fire Apparatus Access.</b> Provided throughout the community and would vary in width and configuration, but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances required by the applicable code.
7	<b>Firefighting Improvements.</b> Firefighting staging areas and temporary refuge areas would be available throughout the proposed project's developed areas, and along roadways and site green spaces.
8	<b>Water Availability.</b> Water capacity and delivery would provide for a reliable water source for operations and during emergencies requiring extended fire flow.

**Source:** Appendix P1.

**Table 3-8. Proposed Project Code-Exceeding Fire Safety Measures**

Measure No.	Feature/Description
1	<b>On-Site Fire Station.</b> Emergency response travel times consistent with the City's requirements would be provided by an on-site fire station in accordance with the project conditions of approval approved Development Agreement. Travel times to all portions of the proposed project would be less than 6 minutes with the new station.
2	<b>Construction Fire Prevention Plan (CFPP).</b> The project would implement a CFPP that details construction-phase restrictions and fire safety requirements to be implemented to reduce risk of ignitions and pre-plan for responding to an unlikely ignition.
3	<b>Code-Exceeding Fuel Modification Zones.</b> Perimeter FMZs between 115 up to 165 feet wide would be provided, including the rear or side yard areas as part of the modified zone.
4	<b>Landscape Plan Review and Approval.</b> The HOA would hire a third-party, Santee Fire Department-approved FMZ inspector and landscape plan checker to review landscape plans for consistency with the limitations and requirements of the City and the FPP (Appendix P1).
5	<b>Succulent and Rock FMZ.</b> The project's Zone 1 and some Zone 2 areas would include extensive use of cacti habitat and cobble ground cover for habitat with a code-exceeding fire ignition resistance rating.
6	<b>FMZ for Existing Communities.</b> The proposed project would provide and maintain 100 feet of FMZ along the south and east property lines, which abut the rear yards of existing residential development areas, providing maintained defensible space for those homes.
7	<b>Fire Department Access Points for Engines.</b> The proposed project would provide new access points for fire engines at dead-end streets on the northerly, westerly, and easterly sides of existing development areas.
8	<b>FMZ Inspections.</b> The HOA would hire a third-party, Santee Fire Department-approved FMZ inspector and landscape plan reviewer to provide twice a year certification that the HOA-maintained properties including all FMZs and trail system would meet the requirements of the FPP (Appendix P1). FMZ inspections would occur in June and September.
9	<b>Wildfire Evacuation Plan.</b> A site-specific evacuation plan has been prepared for the proposed project and is consistent with the City's Emergency Operations Plan (Appendix P2).
10	<b>HOA Wildfire Education and Outreach.</b> The Community HOA would include an outreach and educational role to coordinate with SFD, oversee landscape committee enforcement of fire-safe landscaping, ensure fire safety measures detailed in the FPP (Appendix P1) have been implemented, and educate residents on and prepare facility-wide "Ready, Set, Go!" plans.

Source: Appendix P1.

These plans establish a comprehensive fire protection system of fire safety features and design measures that have proven to perform well in wildland-urban interface and very high fire hazard severity zones. The proposed system of fire protection would include a redundant layering so that no single feature is relied on for protection. The primary features of the FPP include ignition-resistant materials, FMZs, multiple ingress/egress points, water delivery, and fire response. The FMZs along the perimeter of the development area would have specific fire-resistant landscape design and maintenance requirements and a community-based maintenance program to ensure the on-going effectiveness of these areas.

The proposed project would include at least two ingress/egress points leading to three main arteries and adequately sized streets that would allow traffic circulation and emergency response access. Both Fanita Parkway and Cuyamaca Street would include bike lanes with buffers that would serve as emergency lanes for first responders. The proposed project would include water pressure and fire flow consistent with the City's Fire Code requirements, along with hydrants throughout the

community. In addition, all proposed structures would be fitted with interior sprinklers. The community trails and pathways would be accessible by emergency all-terrain vehicles at numerous locations within the community, and the open space trail network would be accessible using trail access points along the perimeter of the development area (see Figures 3-6 and 3-7). The open space trail network would be accessible to emergency vehicles via trail access points located along the perimeter of the development area.

To ensure fire safety during construction, a CFPP (Appendix P1) has been prepared to provide basic direction for fire safety awareness during construction. The CFPP follows City standard protocols and approaches for reducing the potential of ignition for typical construction site activities, including pre-planning and construction personnel training for fire awareness, reporting, and suppression. CFPP measures include having adequate water available to serve construction activities, implementing a construction-phase FPP, providing proper wildfire awareness, reporting, and suppression training to construction personnel, and requiring that all construction-phase components of the fuel modification are complete prior to delivery of combustible materials/lumber to the project site.

All structures within the proposed project would be fire hardened and built to the ignition-resistant standards of the most current Santee Fire and Building Codes. These standards include a focus on the building exteriors to increase resistance to ignition from flames and heat and on ember-resistant vents to prevent burning ember from penetrating buildings, which is the leading cause of structure losses from wildfires.

The focus of the Wildland Fire Evacuation Plan (Appendix P2) is on resident awareness and preparation. The Wildland Fire Evacuation Plan provides a revised evacuation route map and various family evacuation preparation tools that would result in faster evacuations and a population that understands the potential wildfire threat and actions they may be directed to take. The proposed project would implement a community outreach and education program to ensure that residents and visitors would be fire aware, have regular reminders of fire safety practices, and be encouraged to sign up for Reverse 911 and prepare their own personal action plan following the “Ready, Set, Go!” evacuation model. This model breaks down the actions needed to be ready for a wildfire. “Ready” refers to creating and maintaining defensible space around a residence; “Set” refers to preparing loved ones for the possibility of evacuating; and “Go” correlates to taking the necessary evacuation steps to ensure survival (CAL FIRE 2022<sup>9</sup>).

### **3.6.1 Fuel Modification Zones**

Fuel modification for the proposed project will be implemented along the entire exterior perimeter, roadways, and interior landscaped areas adjacent to natural open space. Fuel modification in the proposed project would be governed by the FPP (Appendix P1). Two FMZs (Zones 1 and 2), consisting of four total FMZ conditions (Zones 1A, 1B, 1C and 2), have been designed for the

project site depending on location. See Figure 3-14, Example Fuel Modification Zone Cross Section, for an illustrative example of one of the proposed FMZ conditions on the project site. For a depiction of all FMZ zones and conditions, refer to the FPP (Appendix P1).

All plants within the project site would be selected from the FPP approved plant list. The residential lots adjacent to natural open space around the perimeter of the development would have rear property lines 50 feet from the top or toe of the slope at the back of the building pad. The property owner would manage and maintain the first 15 feet of the slope, and a HOA would have a maintenance easement over the next 35 feet of the slope. A tubular steel boundary fence would mark the limit between property owner–maintained and HOA-maintained landscaping.

Vegetation maintenance would occur throughout the year and would be monitored and enforced by the HOA. Property owners and private lot owners would be responsible for vegetation management on their lots in compliance with the FPP. The HOA would hire a third-party FMZ inspector and a third-party landscape plan reviewer to ensure that the required fuel reduction work occurs and the FMZs remain functional. The third-party FMZ inspector and landscape plan reviewer would prepare reports twice per year (June and late September) that document the functional condition of all HOA-maintained property and provide the reports to the HOA and the SFD. If the findings in a report indicate that any of the HOA-maintained properties are out of compliance, then the HOA would be responsible to bring the property into compliance. The HOA would hire an Approved Maintenance Entity (AME) to perform the maintenance in all HOA-maintained property.

Two FMZs (Zones 1 and 2) are proposed for the project site. Zone 1 is further subdivided into Zones 1A, 1B, and 1C. The four FMZ conditions (Zones 1A, 1B, 1C, and 2) for the proposed project are described as follows:

- **Zone 1A: Setback Zone (minimum 15 feet wide).** Zone 1A would be the first 15 feet or more of the rear or side yard from the farthest projection of the structure (e.g., the outer edge of the eave) to the top or toe of the slope for any structure that is adjacent to natural open space. This area would consist of low-fuel density, ignition-resistant ground covers and plantings consisting of pathways, turf, and permanently irrigated and maintained landscaping. This area would be planted with drought-tolerant, fire-resistant plants consistent with the plant palettes identified in the FPP. Zone 1A would be maintained by the individual property owners. Fire-resistive trees would be allowed and highly flammable trees would not be allowed in this zone. Ground covers within the first 5 feet from the structure would be restricted to non-flammable materials. No permanent or portable fire pits, outdoor fireplaces, or flame-generating devices that burn wood would be allowed in Zone 1A. Fencing in the lots that are directly adjacent to Open Space or naturally vegetated areas would be constructed with non-combustible materials (e.g., stone, block), fire-rated wood, treated fire-rated vinyl or materials

- approved by the SFD. Property owners would be responsible for ensuring that rear and/or side yard landscaping is maintained for inspection in accordance with the FPP.
- **Zone 1B: Irrigated Zone (minimum 15 feet wide), where required.** Zone 1B, where required, would be a minimum 15 feet wide, starting at the outer edge of Zone 1A and moving outward to Zone 1C. This FMZ would be planted with drought-tolerant, less flammable plant species consistent with the FPP's plant palettes. Vegetation in this area would be kept in a well-irrigated condition and cleared of dead materials. Fire-resistive trees would be allowed in this area if placed and trimmed as specified in the FPP. Zone 1B would be managed and maintained by individual property owners. Structures, including fencing, decks, and arbors, would require approval by the SFD. Property owners would be responsible for ensuring that Zone 1B landscaping is maintained for inspection in accordance with the FPP.
  - **Zone 1C: Irrigated Zone (minimum 35 feet wide/50 feet wide if no Zone 1B).** The standard Zone 1C would be 35 feet wide, starting at the Zone 1B boundary fence and moving outward to Zone 2. Where the property line is located at the top or toe of the slope at the back edge of the building pad, and there is no Zone 1B, Zone 1C would be 50 feet wide. This FMZ would be planted with drought-tolerant, less flammable plant species consistent with the FPP's plant palettes. Zone 1C would require year-round maintenance by the HOA in accordance with the FPP.
  - **Zone 2: Retain 30 Percent of Vegetation (50–100 feet wide).** Zone 2 would adjoin Zone 1C on its outer edge and would measure 50–100 feet in width. In this FMZ, no more than 30 percent of the native, non-irrigated vegetation would be retained. Plants for revegetation would consist of species listed in the FPP's plant palettes. No plant species in the FPP's prohibited list would be planted or remain in Zone 2. This area would require inspection and periodic maintenance by the HOA in accordance with the FPP.

Path: C:\GIS\Projects\Fanita Map Docs\ER3.0 Project\_Description

**FMZ/DEFENSIBLE SPACE ZONE 2:**

ZONE 2 ADJOINS ZONE 1 AND MEASURES NO MORE THAN 100 FEET IN WIDTH. IN THIS ZONE NO MORE THAN 30% OF NATIVE VEGETATION SHALL BE RETAINED. PLANTS FOR REVEGETATION SHALL CONSIST OF SPECIES FOUND ON THE FANITA RANCH PLANT LIST. NO PLANTS FOUND ON THE FANITA RANCH PROHIBITED LIST SHALL BE PLANTED OR REMAIN IN ZONE 2. THIS AREA REQUIRES INSPECTION AND PERIODIC MAINTENANCE BY THE APPLICABLE HOA.

**FMZ/DEFENSIBLE SPACE ZONE 1C:**

ZONE 1C IS A MINIMUM OF 35 FEET WIDE STARTING AT THE PROPERTY LINE AT THE OUTER EDGE OF ZONE 2 AND MOVING INWARDS TOWARDS THE DWELLING UNIT. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE APPLICABLE HOA.

**FMZ/DEFENSIBLE SPACE ZONE 1B:**

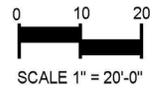
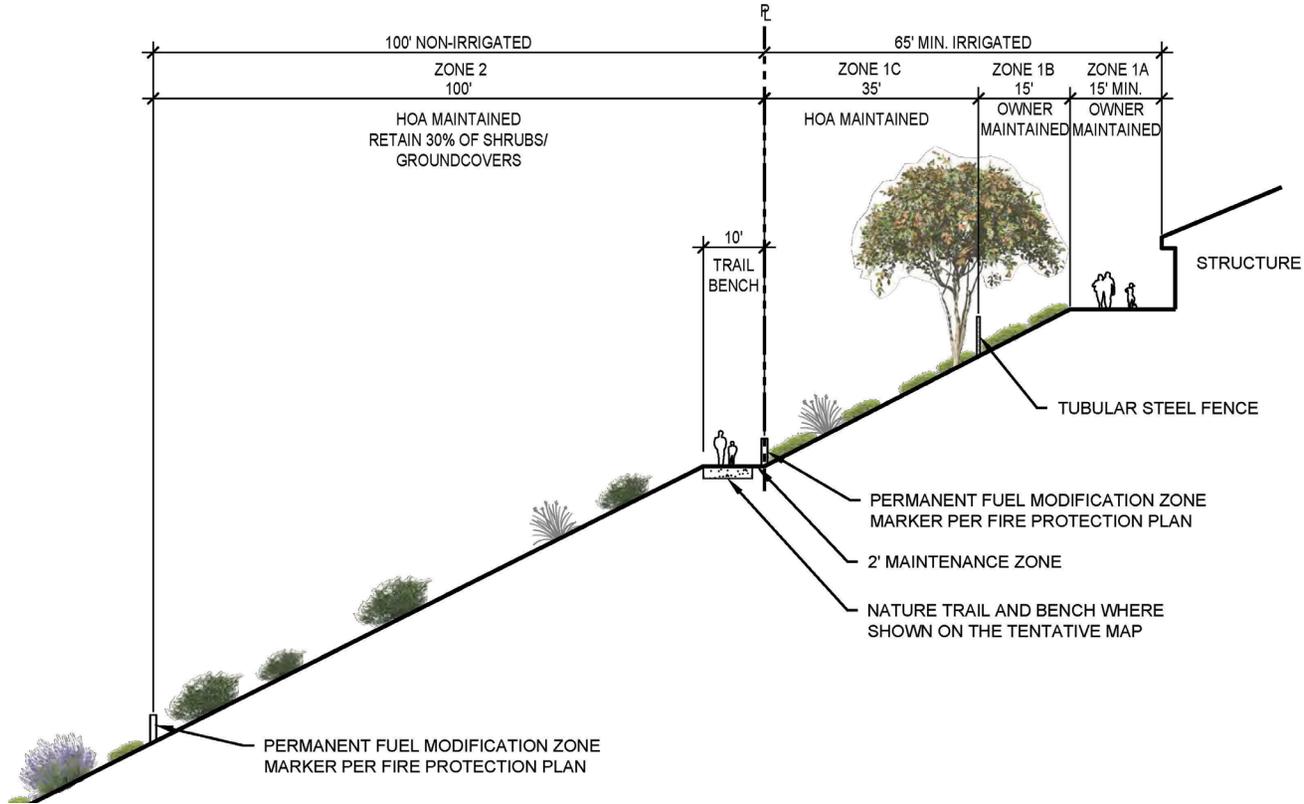
ZONE 1B IS A MINIMUM OF 15 FEET WIDE STARTING AT THE TOP OF SLOPE AND MOVING OUTWARDS TOWARDS ZONE 2. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. BUILDING RESTRICTIONS APPLY PER THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE PROPERTY OWNER.

**ZONE 1A - SETBACK ZONE:**

ZONE 1A IS THE FIRST 15 FEET MINIMUM (REAR-OR SIDE-YARD) FROM THE STRUCTURE TO THE TOP OF SLOPE. THIS AREA IS THE LEAST FLAMMABLE AND CONSISTS OF NON FLAMMABLE BUILDING MATERIALS INCLUDING BUT NOT LIMITED TO PAVEMENT, PATHWAYS, TURF AND PERMANENTLY IRRIGATED AND MAINTAINED LANDSCAPING. THIS AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS THAT HAVE BEEN APPROVED BY THE HOA. THIS AREA WILL BE MAINTAINED BY THE PROPERTY OWNER AS REQUIRED BY THE FANITA RANCH FIRE PROTECTION PLAN.

**FMZ/DEFENSIBLE SPACE ZONE 1:**

ZONE 1 IS A MINIMUM OF 65 FEET WIDE STARTING AT THE EDGE OF ZONE 2, AND MOVING INWARDS TOWARD THE DWELLING UNIT. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE PROPERTY OWNER OR APPLICABLE HOA. BUILDING RESTRICTIONS PER THE FANITA RANCH FIRE PROTECTION PLAN APPLY IN ZONES 1A AND 1B.



Source: Dudek 2022.

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Vegetation maintenance and management and fire safety measures for the vegetation areas listed below on the project site would be in accordance with the provisions in the FPP. Refer to the FPP in Appendix P1 for a full description of fire safety features within the proposed project:

- **FMZ for Existing Communities:** The HOA would provide and maintain a 100-foot wide thinning zone where existing fuels are maintained in a low-fuel state consistent with Zone 2.
- **Special Use Area FMZ:** A minimum 50-foot buffer would be provided along the existing, off-site residential homes and along the perimeter adjacent to the Habitat Preserve.
- **Roadside FMZs:** Roadside FMZs would be provided and maintained for project streets and designated SFD access roads. Roadside FMZs would be 50 feet wide from the edge of the street on both sides whether on or off site when adjacent to natural open space. Water tank access roads and water tanks at these sites would receive 3-foot-wide FMZs. Off-site street improvements FMZs would be 30 feet wide when not adjacent to natural open space.
- **Farmland, Row Crops, Orchards, or Vineyards:** Agriculture areas would be consistently managed and maintained by an on-site agriculture management team and would include a 10-foot firebreak between native vegetation and farmland.
- **Parks and Greenways:** Fire-safe vegetation management would be provided at park and greenway locations in the proposed project.
- **Trail Vegetation Management:** Trail maintenance would routinely occur by the HOA to remove potential fuels and to maintain the trail in usable condition. Community pathways would be accessible by emergency all-terrain vehicles.
- **SDG&E Easement:** This easement would be maintained and hazard fuel conditions addressed by SDG&E in accordance with its vegetation management program and standard policies mandated by the California Public Utilities Commission.
- **Water Detention/Treatment Basins:** Basins would be provided with fire-safe vegetation management and water management on a yearly basis in accordance with the City's weed abatement standards and Stormwater Facilities Management Plan.
- **Interior Manufactured Slopes:** These areas would be consistently maintained by the HOA and comply with the FPP plant palette.
- **Environmentally Sensitive Areas:** The proposed project's managed and maintained FMZs are designed to be outside of environmentally sensitive or Habitat Preserve areas. Fuel management would not occur in the Habitat Preserve. Fuel management in the FMZs would be subject to seasonal restriction on vegetation clearing in conformance with the Santee Draft MSCP Subarea Plan.
- **Vacant Parcels and Lots:** A fuel modification phasing and development plan would be drafted and implemented for the phasing of the proposed project to ensure the safety of the residences and occupants during construction.

- **Private Lots:** No plant species listed on the FPP's prohibited list would be allowed on private lots in the proposed project.
- **Additional Tree Planting and Maintenance Standards:** Tree planting in proposed park and maintenance areas as well as along roadways would be acceptable as long as they meet certain restrictions as outlined in the FPP.

Vegetation management requirements during construction would be implemented at commencement and throughout each construction phase. Vegetation management would be performed pursuant to the FPP and the SFD requirements on building locations prior to the start of work and prior to any import of combustible construction materials. Adequate fuel breaks, as approved by the SFD, would be created around grading, site work, and other construction activities in areas where there is flammable vegetation. Fuel breaks would range between 50 and 150 feet around grading activities.

### 3.7 Solid Waste and Recycling

Commercial and residential trash hauling, as well as industrial solid waste, green waste, and recycling collection and disposal services for the proposed project, would be provided by Waste Management, Inc., under a contractual franchise agreement with the City. Waste Management, Inc. would provide trash, recycling, and yard waste pickup services on a weekly basis for residential customers and up to seven times per week for business customers. The waste would be hauled to Sycamore Landfill, a 349-acre site located at 8514 Mast Boulevard, approximately 1.7 miles southwest of the project site off Mast Boulevard and West Hills Parkway. The landfill is estimated to operate as an active disposal site until at least 2042 (City of Santee 2022a**0a**).

Waste and recycling for project construction and operation would comply with CALGreen and state regulations designed to divert waste from landfills. Recycling would meet state-wide mandates that require significant recycling efforts during and after construction.

Non-residential development, or those spaces where people do not live, and attached residential development in the proposed project would comply with the trash enclosure requirements provided in Section 3.2.11.7 of the Fanita Ranch ~~Specific Development Plan~~ (City of Santee ~~2022a~~**2020a**). Detached residential development and attached residential development where private garages are attached to individual units would participate in Waste Management, Inc., residential curbside pickup program. Solid waste containers for these dwellings, which would be stored in private side or rear yards or in garages, would be picked up from the street curbside or alley edge on collection days.

Proposed development on the project site contemplates the use and reuse of on-site rock materials, such as large boulders, rock cobble, decomposed granite, and processed rock. There are large quantities of rock cobble existing on site. Rock cobble would be collected and used in the construction of water quality and landscape features. It is also anticipated that an aggregate plant

would be set up on site during construction. The aggregate plant would produce roadway sub-base and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite on site, which would be reused for trails and other landscape-related purposes. Use of on-site materials would eliminate the need for importing rough or finished materials, reducing construction-related vehicle emissions in support of the approved Sustainable Santee Plan.

### **3.8 Smart Growth and Sustainability Features**

The proposed project would implement smart growth principles, which advocate thoughtful and sustainable development patterns to avoid urban sprawl and conserve resources, promote alternatives to single-occupancy vehicle use, support livability, offer opportunities for social engagement, and achieve fiscal sustainability. The following provides a list of the proposed project features that are intended to promote sustainable and responsible development to preserve habitat, protect water and air quality, minimize potable water consumption and greenhouse gas emissions, conserve energy and resources, and reduce waste, including some that are now or may become mandatory with future updates to CALGreen or other applicable provisions of law. All sustainability features that are required at the time of construction would be implemented during the development of the proposed project.

#### **A. Open Space Conservation**

1. Cluster development areas to establish large, contiguous open space as the Habitat Preserve for dedication to the City's MSCP Subarea Plan to ensure long-term protection of sensitive species and habitats.
2. Implement a PMP for the Habitat Preserve that is consistent with the California NCCP Act design guidelines and standards.
3. Implement a habitat restoration program that restores a variety of native upland vegetation communities in the Open Space and Habitat Preserve, increasing the integrity of ecological systems across the project site.
4. Preserve wildlife corridors within the Habitat Preserve.
5. Protect sensitive cultural resources.

#### **B. Land Use, Transportation, and Community Design**

1. Provide diverse housing types and sizes to accommodate people of different age groups, incomes, household types, and abilities.
2. Locate parks and recreation amenities within walking distance of each residence.
3. Implement an efficient, complete streets network with multiple routes to distribute traffic and encourage walking, biking, and low-speed vehicle use and increased destination accessibility.
4. Provide a street system of varying design capacities tailored to meet the unique village concept and site constraints.

5. Incorporate traffic calming measures that reduce traffic speeds and enhance safety for pedestrians and cyclists.
6. Provide a pedestrian and bicycle mobility system consisting of sidewalks, trails, and bikeways throughout the proposed project, providing linkages between neighborhoods to other key land uses.
7. Reduce parking footprint through shared parking and structured parking.
8. Encourage bicycle parking and support facilities, such as bike lockers, repair stations and rentals, education programs, and events.
9. Provide NEV safe routes and designated parking, drop-off areas, and other support facilities that encourage EV and alternative fuel vehicle use, carpooling, and car-sharing services.
10. Install EV chargers within all residences within the Low Density Residential land use designation areas, some residences in the Medium Density Residential, Active Adult, and Village Center land use designations, as well as within the parking lots of commercial uses in the Village Centers.
11. Develop a TDM plan that considers community programs and includes ride-sharing, alternative modes, and other strategies to reduce single-occupancy vehicle use.
12. Encourage local food source to reduce vehicle trips and vehicle miles traveled associated with food distribution, and education programs for property owners to grow sustainable and edible vegetation.
13. Support residence-based businesses and telecommuting by allowing residence-based businesses, live-work units, business support services, and shared workspace in Village Centers.
14. Provide community education and learning opportunities through the provision of a Farm, AgMeander trail system, a potential K–8 school site, interpretive elements, and a variety of educational programs that inform and promote a sustainable and healthy lifestyle, honor the land’s agrarian legacy, and support community participation.

#### C. Energy, Atmosphere, and Building System

1. Incorporate building orientation and fenestration that take advantage of sunlight, shade, and prevailing winds to maximize passive solar energy and natural ventilation and take advantage of daylight during daytime hours.
2. Incorporate overhangs or other shading device to limit solar heat gain.
3. Utilize EnergyStar appliances, energy-efficient lighting fixtures, tank-less water heaters, increased insulation, and minimize air leaks to the building envelope by using air barriers on exterior walls in all residential and commercial construction.
4. Utilize efficient and properly sized heating, ventilation, and air conditioning systems.
5. Implement pollutant control measures such as duct covering and mechanical equipment protection during construction and use of low volatile organic

compound-emitting building materials for flooring, carpet, adhesives, caulks, paints and insulation to protect air quality.

6. Prohibit wood-burning stoves, fire pits, and fire places in all residential land use designations.
7. Permit a total of six natural gas fire pits or fireplaces within community areas of the villages.
8. Encourage shared parking between uses to reduce pavement areas.
9. Encourage the use of light-colored, semi-reflective or cool roof technology for roofing, parking lots, and other hardscape applications.
10. Plant shade trees in parking lots and along the streets, walkways, and other paved areas.
11. Install rooftop solar power (PV) to offset the demand on the electric grid.
12. Implement a potential solar farm for generating sustainable power within the community.
13. Utilize LED or other high efficiency light bulbs for outdoor lighting.

#### D. Water Conservation and Water Quality

1. Employ advanced treated water from the East County Advanced Water Purification Program.
2. Use feasible low-impact impact development techniques and BMPs consistent with the City's BMP Design Manual.
3. Implement Green Streets along portions of Fanita Parkway, Cuyamaca Street, and Magnolia Avenue that include biofiltration features to slow, filter, and cleanse stormwater runoff from impervious surfaces.
4. Use inlet filters and rain barrels for single-family residences and appropriately sized detention basins such that there is no impact on downstream drainage facilities, both natural and human made.
5. Install low-flow water fixtures, dual flush toilets, gray water systems (where appropriate), and other water-efficient plumbing fixture/fittings and appliances.
6. Install native, non-invasive, and drought-tolerant plant species and limitations on turf and landscaping techniques that reduce water demand and promote carbon sequestration.
7. Employ hydrozoning to allow for efficient application of water and optimum plant growth while minimizing evaporation and runoff.
8. Utilize high-efficiency or smart irrigation controllers.
9. Utilize green waste mulch and soil amendments to retain soil moisture.
10. Employ community programs that educate residents and businesses on water conservation.

### **3.9 Landscaping Concept**

The overall goal of the landscape design for the proposed project is to be sensitive to the natural open space. The proposed project seeks to make healthy living a central theme of its development by focusing on the character of semi-rural living. The design of the proposed project would focus on a range of wellness and sustainability development features, including an extensive trails system, a community farm, orchards, vineyards and gardens throughout the community, that promote healthy living and a protected natural environment.

The community development has been planned to provide a transition from naturalized open space to neighborhoods within an agricultural setting, giving the impression of a small community that has emerged from a farm. Manufactured slopes on the perimeter of the development area would be revegetated with erosion-control plantings that would blend with the native habitat and be included in the Habitat Preserve outside of the FMZs. The proposed landscape program would support a broad list of water-wise and non-invasive trees, shrubs, succulents, and ground covers. Gateways and landmarks would use existing landforms, natural features, and scenic vistas to provide natural orientation and wayfinding. Refer to Figure 3-15, Conceptual Landscape Plan, for an illustration of the proposed project's landscape theme.

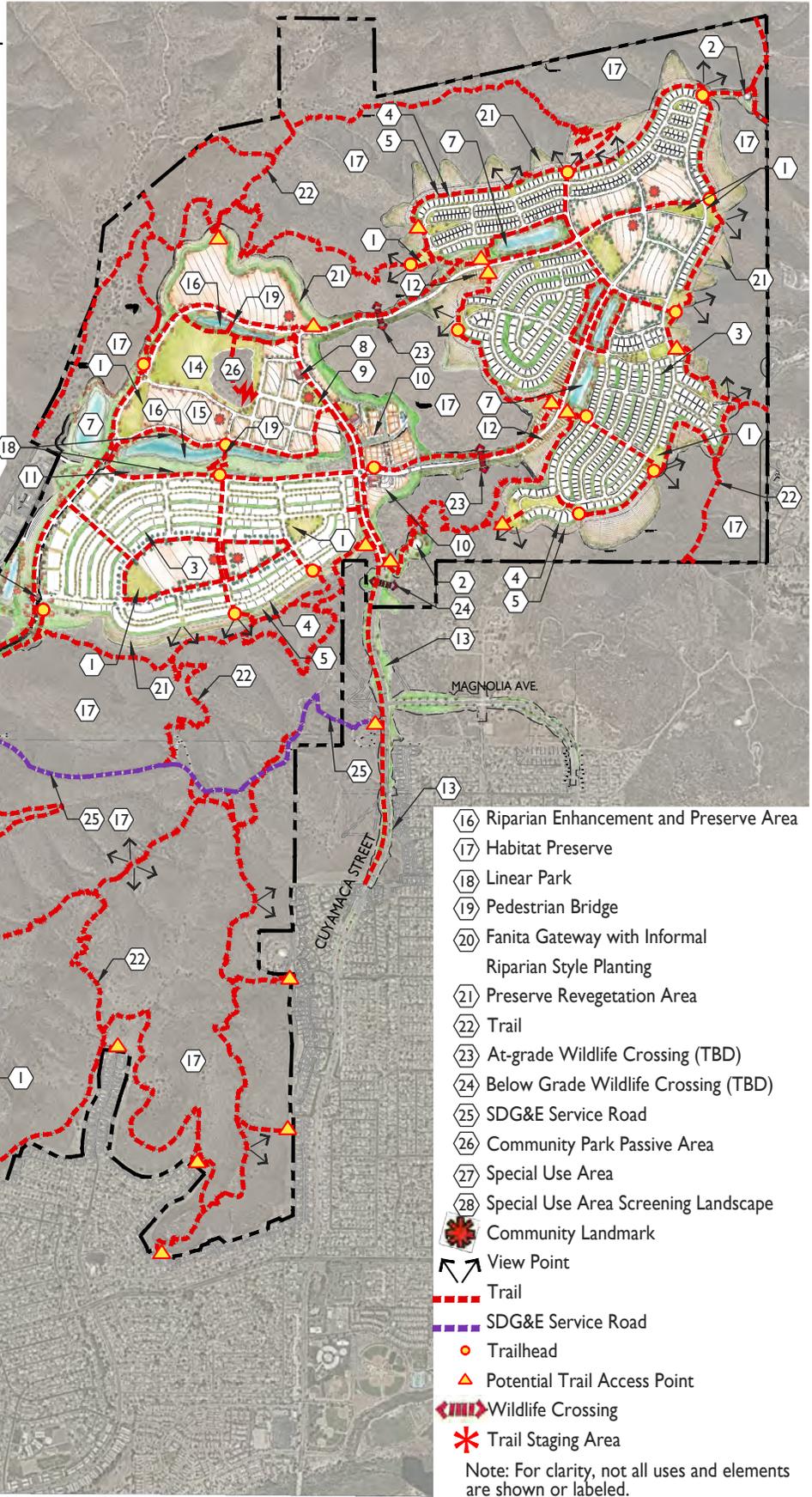
#### **3.9.1 Gateway Landscaping**

There are two proposed gateways or entries onto the project site: (1) the Cuyamaca Street gateway and (2) the Fanita Parkway gateway. The Cuyamaca Street gateway would provide access to the site from the southeastern corner of Orchard Village. Upon entering the community, the roadway would be designed to preserve the project site's hillsides and rock outcroppings. Continuing north into the site, the roadway landscaping would transition from native vegetation to pasture and orchard landscaping. Community signage would be incorporated into the landscape. A roundabout with thematic landscaping in its center would define the first intersection, and farm-themed wayfinding signage would direct visitors to one of three villages.

The Fanita Parkway gateway, located at the southwestern edge of the project site, would also provide access to the proposed project. It would maintain the existing roadway's rural character by limiting new landscaping and creating clusters of trees to preserve views to the Santee Lakes Recreation Preserve. At the southwestern edge of Orchard Village, roadway landscaping would transition to stacked stone walls, split-rail fencing, and orchard trees. Community signage would be incorporated into the landscape. At the first major intersection, a roundabout with one or more large specimen trees and wayfinding signage would direct visitors to one of the three villages.

**LEGEND**

- ① Neighborhood and Mini Parks
- ② Water Reservoir
- ③ Interior Slope Erosion Control Planting
- ④ FMZ Zone 1 Planting
- ⑤ FMZ Zone 2
- ⑥ *Item Intentionally Deleted*
- ⑦ Water Quality Basin (Typ.)
- ⑧ Fire Station Site
- ⑨ Village Green
- ⑩ Farm
- ⑪ Orchard (Typ.)
- ⑫ Vineyard (Typ.)
- ⑬ Cuyamaca Gateway w/ Informal Oak/Chaparral Style Planting
- ⑭ Community Park
- ⑮ School Site



- ⑯ Riparian Enhancement and Preserve Area
  - ⑰ Habitat Preserve
  - ⑱ Linear Park
  - ⑲ Pedestrian Bridge
  - ⑳ Fanita Gateway with Informal Riparian Style Planting
  - ㉑ Preserve Revegetation Area
  - ㉒ Trail
  - ㉓ At-grade Wildlife Crossing (TBD)
  - ㉔ Below Grade Wildlife Crossing (TBD)
  - ㉕ SDG&E Service Road
  - ㉖ Community Park Passive Area
  - ㉗ Special Use Area
  - ㉘ Special Use Area Screening Landscape
  - Community Landmark
  - View Point
  - Trail
  - SDG&E Service Road
  - Trailhead
  - Potential Trail Access Point
  - Wildlife Crossing
  - Trail Staging Area
- Note: For clarity, not all uses and elements are shown or labeled.

Source: Fanita Ranch Development Plan 2022.

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### 3.9.2 Community-Wide Landscape

The community-wide plant palette for the proposed project would include drought-tolerant and non-invasive plants, complement the natural surroundings, and provide an aesthetic quality to the various villages. The goal would be to mimic the native landscape while addressing fire management requirements. The landscape would include water-wise ornamental plants, agricultural plants, edible ornamental plants, native plants, and accent plants. Certain areas on the project site would require special landscaping requirements to address site-specific conditions. These conditions would include FMZs, riparian areas, the Habitat Preserve, and revegetation areas. Planting techniques and palettes for these areas would comply with the requirements of the FPP and habitat management plan. Landscaping and irrigation for the proposed project would comply with the applicable provisions of the Santee Municipal Code Chapter 12.26, Landscape and Irrigation Regulations and the Guidelines for Implementation of the City of Santee Water Efficient Landscape Ordinance (City of Santee 2017b).

### 3.9.3 Agricultural Landscaping

The Farm is intended to be a focal point at the center of the community. Each village would extend the agricultural theme throughout the community by incorporating orchards and vineyards, community gardens, residential gardens, edible landscaping, and the AgMeander.

### 3.9.4 Community Walls and Fencing

Walls and fencing throughout the project site would reflect the community's farm theme, provide privacy, and enhance the safety of the residents. The walls and fences described below would be generally representative of the proposed design character. Final wall and fencing specifications would be determined during preparation of detailed landscape improvement plans. The following are the wall and fence types that would occur in the proposed project:

- **Masonry Community Walls:** Masonry community walls would reduce noise and provide privacy for residences adjacent to primary streets. These walls would typically consist of slump block with pilasters. Landscaping would be provided in front of the wall. Masonry sound walls would be constructed at the perimeter of the pump stations to provide noise attenuation.
- **View Fences:** Tubular steel or masonry and Plexiglas, or tempered glass, view fences would define the boundary between public and private spaces while maintaining views from many of the residential lots. Decorative tubular steel fencing would be used for most conditions. Where sound attenuation or Open Space fire mitigation is required, a short slump block masonry wall finished to match the community wall, topped with a tempered glass or Plexiglas view screen, would be appropriate. Tubular steel street fences would also secure stormwater basins.

- **Tubular Steel View Fence in FMZs:** Perimeter lots in the Orchard and Vineyard Villages that abut the Habitat Preserve would have vast views. To keep these views open, the 6-foot high view fence would be moved down the slope into the FMZs.
- **Privacy Fencing:** Five-foot-six-inch-high wood fencing would provide privacy between adjacent residences and from the street. A medium-body stain treatment would provide a finished appearance and reduce sun and water bleaching of the wood. Fencing in lots adjacent to native Open Space would be constructed of non-combustible materials. For interior lots, fencing within 5 feet of a structure would be non-combustible or meet the same fire rating as the structure wall.
- **Open Space and Trail Fencing:** Post and rail or post and cable fencing (4.5 feet high) would keep trail users safe and on approved trails. Natural wood fencing would be treated to resist insects and decay. Wood-look precast concrete split-rail fencing would be another option. Open Space and trail fencing would be located as needed throughout the project site.
- **Special Use Area Security Fencing:** A solid high tubular, masonry wall or similar would surround and secure the Special Use area. The wall would visually blend into the surrounding landscape and minimize fence corrosion.

### 3.9.5 Conceptual Community Lighting Plan

The Conceptual Community Lighting Plan provides general lighting design guidance for streets, pathways, common Open Space, recreation areas, buildings, special accent lighting, and sign illumination on the project site. Site-specific lighting would meet the following guidelines:

- All light fixtures would conform to the requirements of Title 24 of the California Code of Regulations.
- Direct lighting would be shielded from adjacent residential properties, Habitat Preserve lands, riparian areas, and other light sensitive receptors.
- Lighting would be directed to the specific location intended for illumination (e.g., streets, parking areas, walkways, and recreation areas).
- Non-essential lighting and stray light spillover would be minimized.
- Low-intensity lamps would be used except where high-intensity illumination is needed or required.
- Street light design, including wattage and illumination, and spacing would be consistent with the City's Public Works Standards (1982), as amended.

Enhanced lighting would vary based on location and application in each Village Center. Village Center streets would be well lit to encourage evening use and pedestrian activity. Thematic walkway lighting, parking lot lighting, and building accent lighting would be used to reinforce the community's agrarian theme. To accommodate nighttime use of the Community Park and promote

safety and security, lighting within sports fields, sport courts, parking lots, and walkways, as well as building security and accent lighting, plaza lighting and signage lighting, would be provided. Neighborhood Parks and Mini-Parks would be planned for daytime use only and would not provide nighttime lighting.

The “Dark Sky” concept would be implemented to the maximum extent possible in the proposed project to minimize light pollution caused by the effects of sky glow, glare and light trespass onto adjacent properties, streets and environmentally sensitive areas; conserve energy use; and maintain nighttime safety and security. This would be achieved by the following conditions: (1) designing lighting according to use, (2) prohibiting certain types of light sources, (3) using appropriate shielding and direction of lighting sources, and (4) enforcing lighting curfews for certain uses. Refer to the Conceptual Lighting Plan in the Fanita Ranch ~~Specific Development~~ Plan (City of Santee ~~2022a~~2020a) for additional detail on lighting guidelines for the proposed project.

### **Street Lighting**

The Conceptual Lighting Plan would comply with the City’s current Public Works Standards for street light standards, except as otherwise noted. Street lights would be spaced and placed to efficiently direct light downward. Timers or photocell sensors would be incorporated into the light fixtures to reduce energy use. Yellow flashing beacons with advisory speed signs would be placed at three locations along the off-site extension of the Magnolia Avenue to alert drivers of steep roadway grades and to reduce speed, as illustrated on Figure 3-8. The yellow flashing beacons would be designed and operated in compliance with the standards in the California Manual on Uniform Traffic Control Devices Chapter 4L (Caltrans 2014).

### **Lighting Adjacent to Sensitive Habitat Areas**

The following are guidelines for lighting near sensitive habitat areas in the proposed project:

- Eliminate lighting in or adjacent to conserved habitat, except where essential for roadway use, facility use, safety, or security purposes
- Use low-pressure sodium illumination sources or other similar technology
- Do not use low-voltage outdoor or trail lighting, spotlights, or bug lights
- Shield light sources adjacent to conserved habitat so that the lighting is focused downward

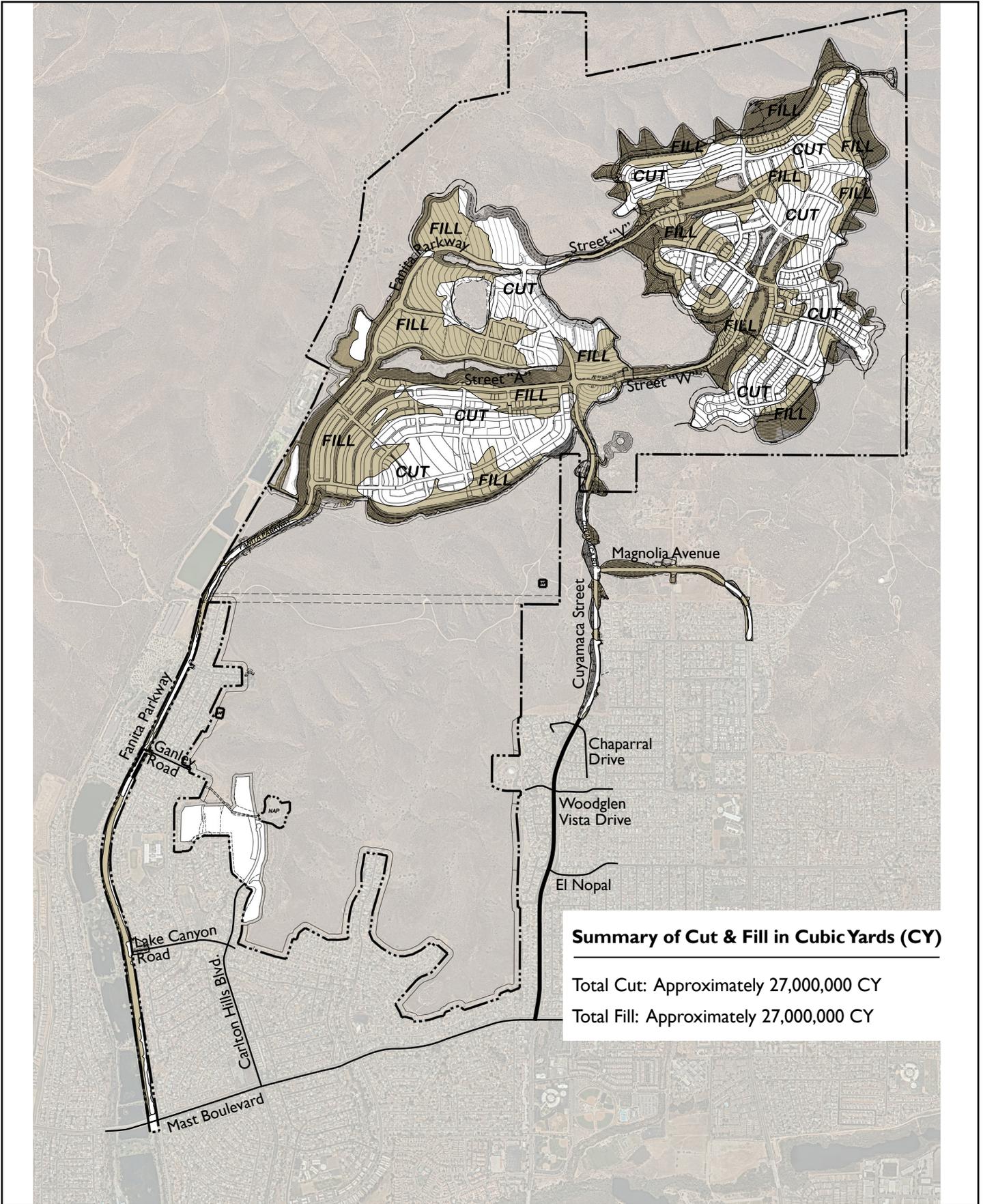
Consistent with these requirements, lighting within the development area would be directed away from the adjacent Habitat Preserve, riparian, and other natural open space areas to limit light spillage. Low-pressure sodium lights would be used unless new or improved technology is available during project implementation. Fully shielded or full cutoff light fixtures would be used to the extent feasible in areas adjacent to the Habitat Preserve and other environmentally sensitive areas.

Streets “V” and “W” would connect Fanita Commons and Orchard Village with Vineyard Village. These roadways would be in the Habitat Preserve and would be designed to include wildlife crossings. To create a safe corridor for automobiles and pedestrians, accommodate nocturnal wildlife movement, and enhance the viability of planned wildlife crossings, portions of these streets would be marked with highly reflective pavement markers instead of standard roadside City street lights and include a pedestrian-activated, low-level bollard lighting system for pedestrian safety. Retroreflective pavement markers (pursuant to the California Department of Transportation specifications) would be spaced 24 feet on center on these segments. It has been demonstrated that, from an animal’s perspective, the pavement markers mimic a small rock in the landscape and would not negatively impact wildlife movement.

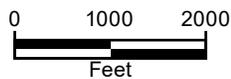
### 3.10 Grading Plan

The proposed project would be graded into development pads using a maximum (i.e., no steeper than) 2:1 slope ratio for fill slopes and a maximum 1.5:1 for cut slopes. Internal manufactured slopes over 40 feet in height that are visible from the public rights-of-way, identified as “public interest” slopes, would use landform grading techniques to recreate and mimic the flow of the natural contours and drainages to complement the natural surroundings. The overall grading quantity, which would be approximately 27 million cubic yards of cut and fill, would be balanced on site with no import or export for the mass grading operation to reduce overall construction truck trips. Grading would only extend beyond the project site boundaries where infrastructure improvements are required along off-site portions of Cuyamaca Street and Magnolia Avenue. Cuts up to 165 feet and fills up to 142 feet would occur on portions of Vineyard Village. The Special Use area was previously graded, and no additional mass grading is proposed. However, fine grading may occur in conformance with the geotechnical investigations depending on the ultimate use of the area (see Figure 3-16, Conceptual Cut and Fill Plan).

During construction, a temporary aggregate plant would be constructed on the project site for rock crushing and production of aggregate materials for incorporation into on-site infrastructure, such as roadway sub-base, walls, trails, and landscape-related features. The aggregate plant would move to different locations within the project site based on construction phasing (see Appendix K). Use of these on-site materials eliminates the need for importing rough or finished materials, reducing construction-related vehicle trips and associated air pollutant emissions. The use of the on-site aggregate plant would terminate at project buildout. Rock-crushing activities would comply with the City’s noise standards and regional air quality standards. Blasting may be required in some rock formations and would be permitted and approved by the SFD. Drilling and blasting are not anticipated to occur in the same area for more than 10 consecutive workdays and would only occur during daytime hours. It is anticipated that no more than one blast would occur in one area per day (City of Santee 2022a~~2020a~~).



Source: Fanita Ranch Development Plan 2022.



**Figure 3-16**

Conceptual Cut and Fill Plan

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### 3.10.1 Grading Design Guidelines

The following grading design standards have been developed to address the unique topography of the project site, minimize the development footprint, and maximize the preservation of natural Open Space areas on the project site:

1. Grading on the project site would be as efficient as possible to minimize the development footprint.
2. Grading would not be excessive beyond that necessary for the use, access, and drainage of the site.
3. Grading would be designed to minimize adverse environmental and visual impacts to surrounding properties by blending visible edges with the surrounding topography that occurs around the perimeter of the development area. Intersecting front and side slopes shall have corners rounded with a minimum radius of 5 feet.
4. “Public interest” slopes within the development area that are visible from the public rights-of-way would be designed to use landform grading techniques to recreate and mimic the natural contours and drainages.
5. Cut and fill slopes over 40 feet in height are identified on the Vesting Tentative Map.
6. Refer to the geotechnical investigations (Appendices G1, G2, G3, and G4) for the proposed project slope details and proposed terrace drain recommendations and requirements.
7. Slopes exceeding 3 feet in height would be protected by an erosion-control program as soon as possible after grading.
8. A usable side yard of at least 3 feet from any building wall would be provided where adjacent to the toe or top of a slope.
9. When placing fill slopes over steep hillsides, measures would be taken to ensure stability, drainage, and erosion control, such as temporary mulching and seeding, sediment traps and basins, storm drain inlet protection, and other erosion and sediment control BMPs. Grading activities would comply with applicable provisions of the California Building Code and implement applicable BMPs listed in the City BMP Design Manual and the Guidelines for Surface Water Pollution Prevention.

### 3.11 Conceptual Phasing Plan

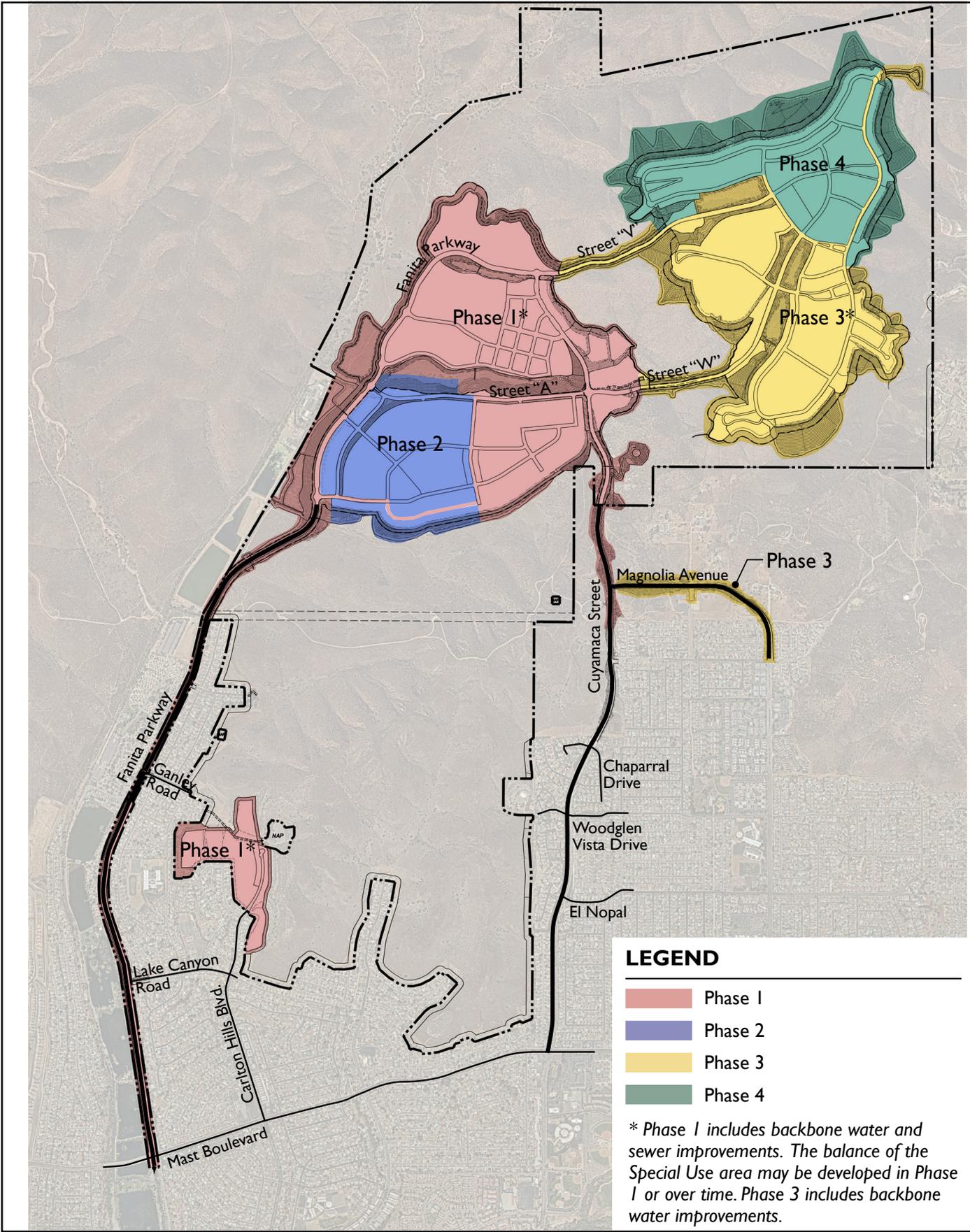
The conceptual phasing plan for the proposed project would be divided into four phases (see Figure 3-17, Conceptual Phasing Plan). The plan’s objective is to coordinate the provision of public facilities and services with the anticipated sequence pattern of development. The conceptual phasing plan may change over the development lifetime of the proposed project in response to changing market conditions or other unforeseen conditions. 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.

Amendments to the conceptual phasing plan are considered administrative in nature. The project conditions of approval ~~Development Agreement between the applicant and City will~~ would memorialize the details and timing of certain public infrastructure and facility improvements. The conceptual phases for the proposed project include the following:

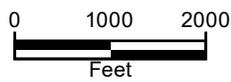
- **Phase 1:** Fanita Commons and the easterly portion of Orchard Village, off-site and on-site improvements to Fanita Parkway and Cuyamaca Street, sewer infrastructure through the Phase 2 area, and water infrastructure in the Special Use area.
- **Phase 2:** Westerly portion of Orchard Village and dead-end 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.

These proposed phases are conceptual and non-sequential and may occur simultaneously. Phases may overlap or vary depending on market conditions. The phases may also be broken down into smaller sub-phases. Each impact assessment in the EIR evaluates the worst-case scenario in light of the fact that the construction phases may overlap.

Each phase would take approximately 2 to 4 years to complete. Construction is anticipated to begin in ~~summer 2023~~ with a buildout of approximately 10 to 15 years. The Special Use area is not tied to the development phasing described previously and may be developed anytime during project buildout; however, water infrastructure within the Special Use area would be constructed during Phase 1.



Source: Fanita Ranch Development Plan 2022.



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### 3.12 Discretionary Actions

The proposed project is a “discretionary project,” which is defined in Section 15357 of the CEQA Guidelines as “a project that requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity.” The proposed project would require approval of the following discretionary actions by the Santee City Council:

- **EIR Certification.** Certification of the environmental documentation prepared in conformance with CEQA.
- ~~**General Plan Amendment.** Amend the General Plan to allow 2,949 units on the project site.~~
- ~~**Development Plan. Specific Plan.** Identification of the development requirements for the site, and amend the 16 Guiding Principles pertaining to the proposed project.~~
- ~~**Zoning Amendment or Reclassification.** Change the site designation from Planned Development (PD) to Specific Plan.~~
- **Vesting Tentative Map.** The creation of a tentative map for the proposed project is intended to establish vested rights to proceed with a project in substantial compliance with regulations in effect at the time the application is deemed complete. The Vesting Tentative Map would identify the intention to use phased final maps.
- **Development Review Permit.** Permit required for any new construction on the project site.
- ~~**Development Agreement.** Voluntary contract between the City and the applicant specifying the obligations of both parties.~~
- **Conditional Use Permits.** Permits required for operation of public parks and public buildings and facilities (fire station) pursuant to the procedures set forth in Santee Municipal Code, Section 13.06.030.

On August 25, 2021, the City adopted, by Urgency Ordinance No. 592, an Essential Housing Program to boost housing production and improve housing affordability in the City. The program addresses the current housing emergency by streamlining and incentivizing the construction of new housing projects that meet specific criteria. Under the program, projects that meet the specified criteria set forth by the City Council are deemed to be in compliance with the Santee General Plan and do not require an amendment to the Santee General Plan, rezone, or other legislative act. Further, the City’s development standards, conditions, and policies shall be applied to facilitate and endeavor to accommodate development at the density proposed by projects that qualify under the Essential Housing Program.

An application under the Essential Housing Program was submitted for the proposed project in December 2021. On December 27, 2021, the City’s Director of Development Services certified the proposed project as an Essential Housing Project. Accordingly, the proposed project has been deemed to be in compliance with the Santee General Plan and does not require an amendment to the Santee General Plan, a Specific Plan, Development Agreement, rezone, or other legislative act.

The Fanita Ranch Essential Housing certification and Urgency Ordinance No. 592 are provided in Appendix R.

Additionally, implementation of the proposed project may also require the applicant to obtain approval, permits, licenses, certifications, or other entitlements from various federal, state, and local agencies including but not limited to the following:

- **U.S. Army Corps of Engineers:** Section 404 – Clean Water Act
- **U.S. Fish and Wildlife Service:** Endangered Species Act – Section 7 Consultation or Section 10(a) Incidental Take Permit
- **California Department of Fish and Wildlife:** California Fish and Game Code, Section 1600 – Streambed Alteration Agreement/Memorandum of Understanding
- **State Water Resources Control Board:** National Pollutant Discharge Elimination System Permit; General Construction Activity Stormwater Permit, including Stormwater Pollution Prevention Plan
- **San Diego Regional Water Quality Control Board:** Clean Water Act, Section 401 Permit – Water Quality Certification
- **State Historic Preservation Office.** National Historic Preservation Act, Section 106, consultation
- **California Department of Transportation.** Encroachment Permit or other entitlements for improvements to Caltrans facilities-
- **County of San Diego.** Rights-of-way permits or other entitlements for roadway improvements-
- **City of San Diego.** Rights-of-way permits or other entitlements for roadway improvements-

### 3.13 References

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