SCH NO. 2023090144

Addendum to the Environmental Impact Report

Palisade Santee Commerce Center Site Revision

DECEMBER 2025

Prepared for:

CITY OF SANTEE
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1 Introduction

The Environmental Impact Report (EIR) for the Palisade Santee Commerce Center Project (Approved Project) (SCH #2023090144) was certified by the City of Santee (City) in August 2025. This Addendum to the EIR has been prepared for the proposed Palisade Commerce Center Site Revision Project (Site Revision Project) in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. This Addendum modifies the 2025 EIR and analyzes the effects of the proposed changes to the Approved Project in Section 3, Environmental Analysis. The City is the Lead Agency for the environmental review of this Site Revision Project. The 2025 EIR and supporting technical studies are available to the public for review at the offices of the City of Santee Planning & Building Department, at 10601 Magnolia Avenue, Santee, California 92071.

This section discusses the EIR and provides an overview about the use of an addendum when complying with CEQA. A detailed description of the Site Revision Project is provided in Section 2, Project Description, and an analysis of potential environmental effects of the Site Revision Project due to the proposed changes to the Approved Project is provided in Section 3, Environmental Analysis. Section 4, Conclusion, summarizes the conclusions of this Addendum.

1.1 Environmental Impact Report for the Palisade Santee Commerce Center Project

Following submittal of development applications for the Palisade Santee Commerce Center, the City concluded that the Project could potentially have direct or indirect adverse effects on the environment. Accordingly, the City determined the need for preparation of an EIR for the Project. Potentially significant impacts were identified based on review of comments received in response to the Notice of Preparation (NOP) that was available for public review from September 8, 2023, through October 9, 2023 and additional research and analysis of relevant project data during preparation of the Draft EIR. A scoping meeting for the Project was held on September 26, 2023 at the Santee City Hall Council Chambers.

As required by Section 15087 of the State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft EIR for the Project were filed with the State Clearinghouse on April 21, 2025, and the NOA of the Draft EIR was also filed with the San Diego County Clerk. The Draft EIR was circulated for public review for a minimum of 45 days, from April 21, 2025 to June 2, 2025. The NOA, NOC, and the Draft EIR and supporting technical appendices were also posted on the Governor's Office of Land Use & Climate Innovation's CEQANet Web Portal, and the NOA was sent to responsible agencies and other interested agencies and parties on or about April 21, 2025. Copies of the Draft EIR were also made available for public review at the City Department of Development Services (Building 4), the City's Clerk's Office (Building 3), the Santee County Library, and on the City's website.

In August 2025, the City released the Final EIR for the Project, which included all comments received during the public review period for the Draft EIR, written responses to those comments, all text changes to the Draft EIR. At its August 27, 2025 meeting, the City Council held a public hearing on the Project, certified the EIR, and approved the Project.

1.2 Use of an Addendum

Pursuant to CEQA Guidelines Section 15164, an addendum to a certified Environmental Impact Report (EIR) or an adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 that call for preparation of a subsequent EIR or Negative Declaration have occurred. Under CEQA Guidelines Section 15162(a), when an EIR has been certified or a negative declaration for a project has been adopted, no subsequent EIR or negative declaration shall be prepared for that project unless the lead agency (the City) determines, on the basis of substantial evidence, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    B. Significant effects previously discussed will be substantially more severe than shown in the previous EIR;
    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    D. Mitigation or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 Incorporation by Reference

The CEQA Guidelines Section 15150 permits and encourages that an environmental document incorporate, by reference, other documents that provide relevant data. The Palisade Santee Commerce Center EIR is incorporated by reference pursuant to CEQA Guidelines Section 15150, and is available for review, at the following location and website:

City of Santee
Planning & Building Department
10601 Magnolia Avenue
Santee, California 92071

https://www.cityofsanteeca.gov/business/active-projects-map

1.4 Addendum Process and Availability

Per CEQA Guidelines Section 15164(c), an Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. CEQA Guidelines Section 15164(d) states the decision-making body shall consider the addendum with the Final EIR or adopted negative declaration prior to making a decision on the project. Once adopted, the addendum is placed in the City's Administrative Record, along with the original certified EIR or adopted negative declaration, thus completing the CEQA process.

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2 Project Description

This section describes the Approved Palisade Santee Commerce Center Project (Approved Project) and the proposed Palisade Santee Commerce Center Site Revision Project (Site Revision Project).

2.1 Project Location

The approximately 13.5-acre Site Revision Project site is located in the southeastern part of the City of Santee (City), which is located within the East County region of San Diego County, as shown on Figure 2-1, Regional Map and Figure 2-2, Project Location. The Site Revision Project site is located at 10990 N. Woodside Avenue and is bounded by the San Diego River to the north; industrial buildings to the east and west; and by industrial buildings, Wheatlands Avenue, and California State Route (SR) 67 to the south. The Site Revision Project site is located in Section 23 of Township 15 South, Range 1 West, as depicted on the U.S. Geological Survey El Cajon, California 7.5-minute topographic quadrangle map. Regional access to the proposed Site Revision Project site is provided via SR-67 located approximately 0.1 miles south of the project site. Local access to the Site Revision Project site is provided via N. Woodside Avenue.

2.2 Project History

In April 2025, the City of Santee released the Draft Environmental Impact Report (Draft EIR) for the Palisade Santee Commerce Center Project (SCH No. 2023090144) (Approved Project) for public review. In August 2025, the City certified the EIR and approved the Project, including a Conditional Use Permit (CUP) to allow for an increase in building height from the allowed 40 feet to 50 feet and a Development Review Permit (DR) to allow for the demolition of existing structures on site and for the development of a new industrial building greater than 50,000 square feet in floor area and associated improvements. Following Project approval, the Project Applicant submitted an application to revise the approved site layout.

2.2.1 Approved Project Description

The original Project was approved with a single 300,145 square foot industrial/warehousing building, up to 42 dock-high doors, four grade-level doors, two truck courts, 301 passenger-vehicle parking spaces, 30- and 40-foot-wide fire access lanes along the building perimeter, landscaping, and fencing along portions of the developed perimeter with automated gates at certain driveway locations (see Figure 2-3, Approved Site Plan). The Approved Project also included associated utility, stormwater treatment, and roadway improvements. The building was designed to be used primarily to support warehousing and distribution, manufacturing, assembly, and/or research and development operations, and related office uses.

Architecture

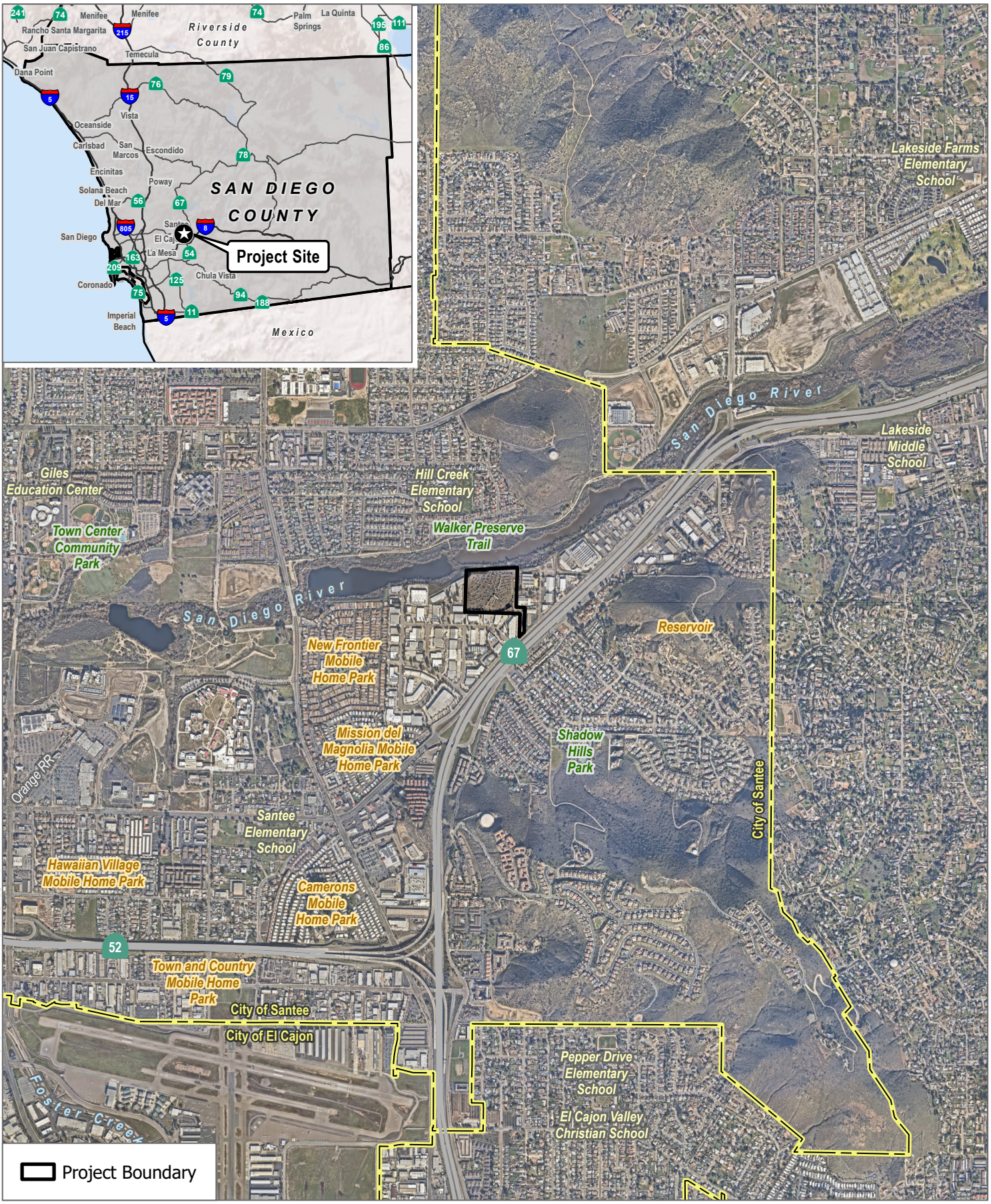
The Approved Project's design employs a variety of architectural strategies to create a contemporary, unified, and high-quality business park environment. The proposed building would be constructed with concrete tilt-up panels. Building exteriors would feature varying textures, intrusions, and extrusions to create appropriately scaled building façades, similar to other industrial development located throughout the City and region. The building would be up to 50 feet in height. The building would be painted with complementary neutral colors.

The Approved Project included exterior truck court areas lying to the north and south of the building which would be secured by metal fences or concrete screen walls with sliding metal gates across the drive aisle entrances. The fences, screen walls and gates would be approximately 8 feet tall. Gates would be painted steel rolling gates. A 2-foot gravity retaining wall would also be installed along the south boundary of the Project site, near parking areas per City regulation standards. The walls would have a vandal-free treatment and would be painted with colors complementary to the building.

Landscaping and Lighting Improvements

The Approved Project includes landscaping for the passenger vehicle parking area, around the portions of the building visible from off-site areas, as well as the site's frontages. Landscaping along the site's frontages would include a mixture of trees, shrubs, and groundcover. Proposed trees include 15-gallon Italian Cypress, 36-inch box Multi-Trunk Desert Museum Palo Verde Trees, 24-inch box Holly Oaks, 24-inch box Afghan Pines, 36-inch Coast Live Oaks, 15-gallon Brisbane Box Trees, 15-gallon Austrian Willows, and 15-gallon Western Sycamore Trees. The landscaping materials along the Project frontages incorporate a layering concept to provide different height trees and border or accent shrubs and low ground covers. The landscape plan is required to comply with the City of Santee Water Efficient Landscape Ordinance, Chapter 13.36 of the zoning code.

Light spillover, trespass, and potential glare from Project lighting are regulated by Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs must be designed and adjusted to reflect light away from any road or street, away from any adjoining premises, and shall be shielded or directed to not cause glare on adjacent properties or motorists. New sources of lighting would be a mix of pole-mounted and wall-mounted lighting fixtures installed in parking and truck loading areas, along building exteriors, near the building office, and the site entrance off North Woodside Avenue. Light controlling devices, such as light guards, would be included where light spillage on adjacent properties could be a concern (i.e., residences and the San Diego River to the north). Approved Project lighting would be designed consistent with the requirements of Section 13.30.030(B) of the Santee Municipal Code.



SOURCE: SanGIS, Open Street Maps

FIGURE 2-1

Regional Map

Palisade Santee Commerce Center Site Revision Project

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0 1,000 2,000 Feet

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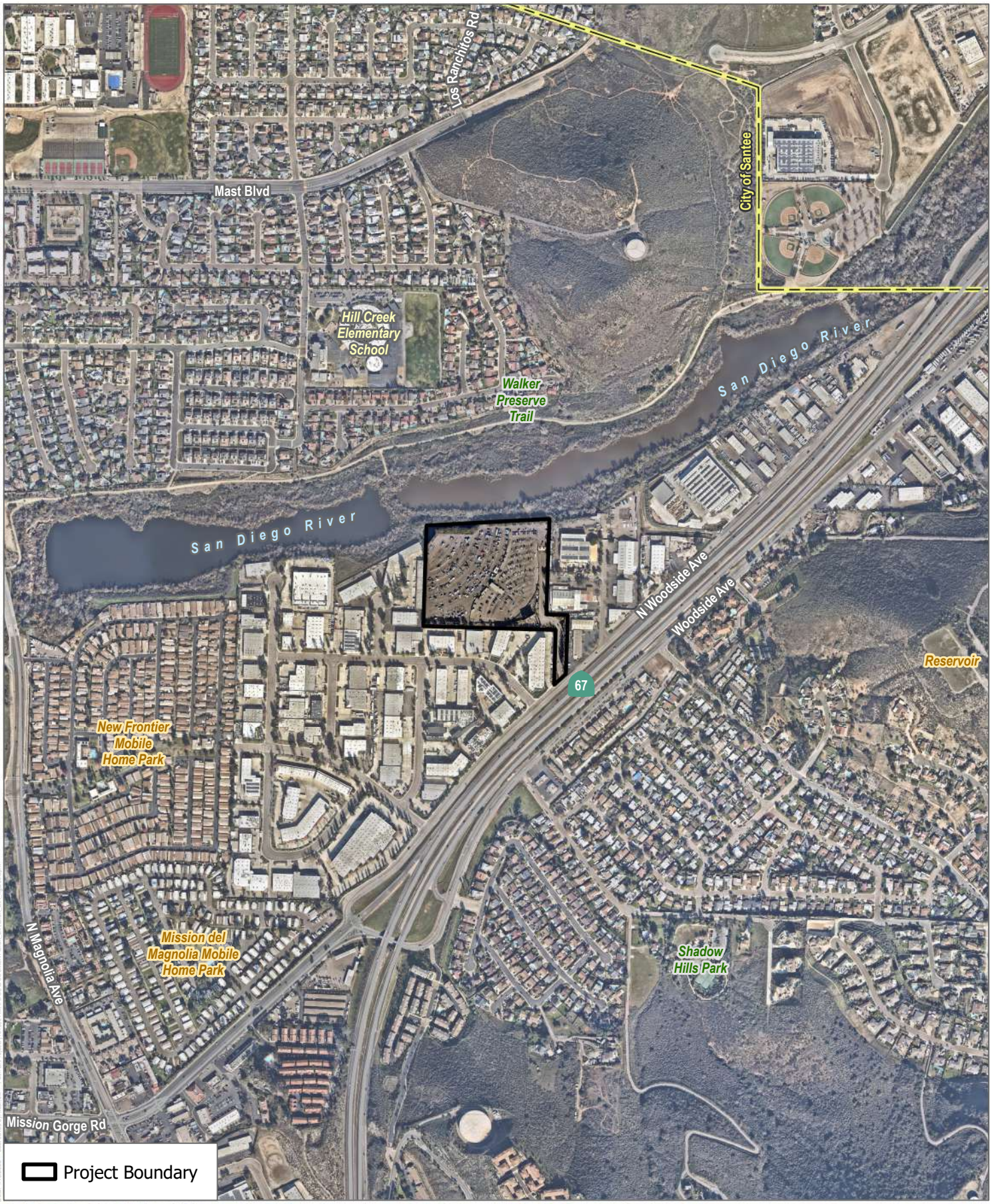

SOURCE: SanGIS, Open Street Maps

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0 250 500 Feet

FIGURE 2-2

Project Location

Palisade Santee Commerce Center Site Revision Project

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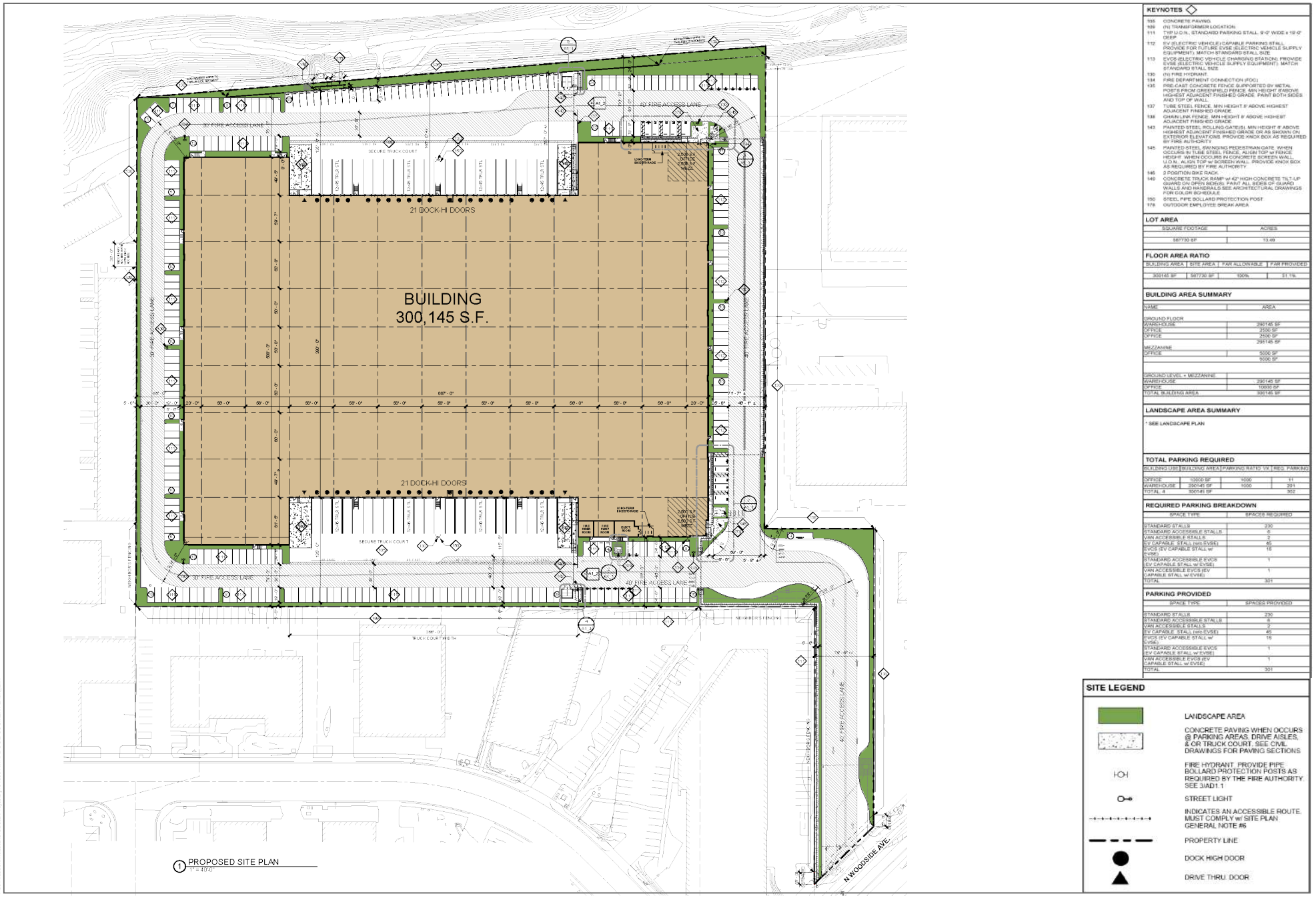

1 PROPOSED SITE PLAN
1" = 40'-0"

SOURCE: Herdman, January 2024

FIGURE 2-3

Approved Project Site Plan

Palisades Santee Commerce Center Site Revision Project

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Site Access, Circulation, and Parking Improvements

Under the Approved Project, primary vehicular site access would be provided via N. Woodside Avenue. The existing driveway that occupies the flag of the site's lot between N. Woodside Avenue and the main area of the Approved Project site would be extended to loop around the entire Approved Project site in order to allow fire lane access from all sides of the building. The width of the internal roadway is between 30 feet to 40 feet. The driveway from N. Woodside Avenue to the Approved Project's driveway will be designed per City's Standard Drawings and requirements of the Fire Code to provide turn radii for fire truck and apparatus to access all parts of the site. Signage and striping would be provided to demarcate fire lanes and clear spaces throughout the site. All gated entryways would include rapid-access Knox boxes to provide emergency access to gated areas.

Paved passenger vehicle parking areas would surround the building, while loading docks would be located on the north and south sides of the building. The Approved Project would provide approximately 42 loading dock-high positions and four concrete truck ramps to allow access through grade-level roll-up doors. The truck dock areas would be surrounded by concrete building walls on three sides, forming north and south truck courts. 301 passenger vehicle parking spaces would be located around the perimeter of the building. The parking ratio used to calculate on-site parking requirements is consistent with Santee Municipal Code (SMC) Section 13.24.040.B.6[1].

The Approved Project would be primarily a warehousing and distribution facility with associated office and ancillary uses. Accordingly, in conformance with SMC Chapter 13.24, one parking space is provided per 1,000 square feet of gross floor area for this land use category which encompasses all potential uses of the building including the proposed office space and any similar warehouse building uses routinely combined with warehousing such as manufacturing, assembly, and research and development. The Approved Project is consistent with the City's parking standards.

Parking designated for electric vehicles (EV), including spaces associated with clean air vehicles will be provided per City requirement. Long-term and short-term bicycle parking[2] will be provided per City's code requirement.

Project Access Driveway/N. Woodside Avenue Improvements

The following improvement measures would be constructed by the Approved Project to improve traffic flow near the Project site:

- The Approved Project would construct a dedicated eastbound left turn lane at the Project Access Driveway/Woodside Avenue.
- The Approved Project access driveway will be designed per City specifications for commercial driveway per City of Santee standard PW-21[3].

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1 City of Santee. https:// ecode360.com/43756953#43756953

2 Bicycles. All commercial and office areas shall provide adequate locking facilities for bicycle parking at any location convenient to the facility for which they are designated. Whenever possible, weatherproofing or facility covering should be used.
Short-Term Bicycle Parking. If the Project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
Long-Term Bicycle Parking. For buildings with over 10 tenant-occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:
i. Covered, lockable enclosures with permanently anchored racks for bicycles;
ii. Lockable bicycle rooms with permanently anchored racks; and
iii. Lockable, permanently anchored bicycle lockers.

3 City of Santee. https://www.cityofsanteeca.gov/home/showpublisheddocument/18044/637048465192800000

- The Approved Project would be responsible for constructing frontage improvements including sidewalks along the northern side of N. Woodside Avenue and a connection to the existing sidewalk along N. Woodside Avenue that lies to the west of the Approved Project's driveway. No sidewalk exists to the east and accordingly no new sidewalk is required to be constructed.
- The Approved Project would also install a crosswalk to improve pedestrian circulation at the Project Access Driveway/N. Woodside Avenue.

Noise Barrier

The Approved Project was analyzed with an eight-foot-tall noise barrier partially along the northern site boundary. At the City Council hearing for the Approved Project, City Council directed that the wall height be increased to ten feet. This noise barrier would run parallel to the east-west axis of the building and would be centered on the north truck court, with the length of the wall established by extending 45-degree angles from the building corners that form east and west corners of the truck court. A six-foot-wide break in the noise barrier would be provided to facilitate drainage; noise reduction at the drainage break would be achieved by providing a parallel wall located four-feet north of the primary noise barrier and extending approximately 17 feet beyond the east and west edges of the six-foot-wide drainage break.

Operational Characteristics

Although the future occupants of the Approved Project's building were unknown at the time of approval, the Project Applicant anticipated that the building could support a number of light manufacturing and distribution uses, (e.g., warehousing and distribution, manufacturing, assembly, and/or research and development operations, and related office uses) provided that they are permitted in the Light Industrial zone. Cold storage would not be permitted in the proposed building. For purposes of evaluation in the EIR, it was assumed that the building could be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. During the public hearing for the Approved Project, the City Council placed a condition on the Approved Project that outdoor operations are restricted during the hours of 10:00 p.m. and 7:00 a.m. However, indoor operations are permitted 24 hours per day, seven days per week, as well as the ingress and egress of vehicles associated with indoor activities. Lighting would be subject to compliance with SMC Section 13.08.070(G), which states that parking lot lighting shall be shielded, or recessed, and directed downward and away from adjoining properties. Additionally, the Project's lighting plan is subject to approval by City staff during the plan check process.

In general, the Approved Project's building was designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading areas, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. Truck trailers are expected to be primarily loaded and unloaded using the dock-high door positions in the north and south truck courts. The design of the truck courts and dock-high door positions allows for material to be loaded and unloaded directly to/from the building without need for the cargo or handling equipment to traverse the truck court or outdoor parking areas. When used outdoors, the outdoor cargo handling equipment used during loading and unloading of trailers (e.g., forklifts, yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be a mix of diesel and non-diesel powered per contemporary industry standards. Where diesel cargo handling equipment is used, it will feature Tier 4 Interim engines or better. Additionally, the Project's office and mezzanine space would support general office activities related to business operations.

The Approved Project will be subject to the Santee Noise Ordinance. Section 5.04.130 of the ordinance states that it is unlawful for any person to engage in loading, unloading, opening, idling of trucks, closing or other handling of boxes, crates, containers, building materials, garbage cans, dumpsters or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance within or adjacent to a residential district.

Utility Improvements

Domestic Water

Domestic water service would be provided by the Padre Dam Municipal Water District. The Approved Project would connect to the existing 12-inch diameter water main within N. Woodside Avenue by removing and replacing an existing segment of 12-inch diameter water main with new, 16-inch water main. From this 16-inch main, the Approved Project would install laterals that would serve 2-inch domestic service, 2-inch landscape service, and a looped 12-inch fire service providing service to the building's fire sprinkler system and on-site fire hydrants.

Sanitary Sewer

Sanitary sewer service would be provided by the Padre Dam Municipal Water District. The Approved Project would connect to the existing sewer manhole cover within the Project Driveway by installing a 6-inch diameter lateral connection.

Storm Drainage

Stormwater currently sheet flows over the parking lot to a low spot in the northwest corner of the site and overflows into the San Diego River over natural terrain. The sheet flow includes off-site water from an existing 24-inch culvert that originates from under CA-67 to the south of the Project. This culvert outlets at the entrance of the site, near the southern terminus of the driveway at N. Woodside Avenue. The culvert collects approximately 2.8 acres of tributary area from the southern side of the CA-67 that then flows through the culvert and across the Project site's natural topography to the San Diego River. The Approved Project's storm drain improvements include intercepting the existing 24-inch culvert and installing an extension to the San Diego River to the north of the Project site. This extension would bypass the proposed on-site storm drain system serving the Project and would maintain the existing drainage pattern for the 2.8-acre tributary area.

The Approved Project would include development of an on-site storm drain system that would accept flows from drain inlets at low spots throughout the site. This stormwater would be directed to subterranean infiltration and retention chambers located in the northern truck court. In a major storm event, overflow would occur via a pipe outlet into the San Diego River. A rip-rap pad at the outlet will provide energy dissipation and will prevent slope scour and erosion.

Gas, Electric, and Telecommunication Facilities

There is currently no gas service to the Project site, and the Approved Project does not include plans to install new gas service.

Electric service is currently provided by San Diego Gas & Electric (SDG&E) and several above ground and underground electrical lines are located adjacent to the Project site and adjacent streets. Several SDG&E poles would be removed and replaced as part of the Project.

Several proprietary telecommunication lines are located adjacent to the Project site. As part of the Approved Project, lateral connections would be made to these existing, electric, and telecommunication lines. Additionally, all above-ground electrical lines within the Project site would be undergrounded.

Project Construction

The certified Final EIR assumed that construction of the Approved Project would commence in or around the fourth quarter of 2025[4] and last approximately 15 months. The Final EIR also assumed that demolition activities would be anticipated to generate approximately 18,381 tons of debris that would be transported to a landfill permitted to accept inert construction and demolition materials. During typical Project-related construction activities, equipment is expected to operate eight hours per day, Mondays through Saturdays, during the permitted daytime hours of 7:00 a.m. to 7:00 p.m. per Santee Municipal Code Section 5.04.090. Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than typically occur during the daytime hours), the Project Applicant would be required to obtain authorization for nighttime construction activities from the Director of Engineering.

2.2.2 Project Objectives

As discussed in the Final EIR, the Approved Project objectives are listed below.

- **Objective 1:** Establish a jobs-producing and tax-generating commerce center land use near transportation corridors that is constructed to high standards of quality and provides diverse economic opportunities for those residing and wishing to invest within the City of Santee.
- **Objective 2:** Develop a high-quality development for uses in Santee that are designed to meet contemporary industry standards, can accommodate a wide variety of users, and are economically competitive with similar developments in the local area and region.
- **Objective 3:** Develop a facility within the East County region of San Diego County and in close proximity to SR-52 and SR-67 that can be used as part of the Southern California supply chain and goods movement network.
- **Objective 4:** Create a fiscally sound and employment-generating project within an established industrial area.
- **Objective 5:** Concentrate non-residential uses in areas designated for industrial uses which are near existing roadways, highways, and freeways in an effort to isolate and reduce any potential environmental impacts related to truck traffic congestion, air emissions, and industrial noise to the greatest extent feasible.

2.2.3 Project Design Features

The Approved Project would implement the following Project Design Features (PDFs).

PDF-AQ-1: Prior to the start of construction activities and issuance of grading permits, the Project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-

[4] The air quality and greenhouse gas analyses for the Approved Project assumed a construction start date of July 2024. It is reasonable to assume the earlier start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines or better.

PDF-AQ-2: Require the cargo handling equipment utilized during facility operations after the completion of construction to include forklifts (forklifts and pallet jacks) and yard tractors operating with Tier 4 Interim engines or better.

PDF-AQ-3: During all grading and site preparation activities, the on-site construction superintendent shall ensure implementation of standard best management practices as required by the San Diego Air Pollution Control District (SDAPCD) Rules 50, 51, 52, 54 and 55, Fugitive Dust Control.

PDF-AQ-4: During all grading and site preparation activities, the on-site construction superintendent shall ensure implementation of applicable California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program Measures, as specified on the CalRecycle website.

PDF-AQ-5: The Project shall apply only coatings that meet the requirements of San Diego Air Pollution Control District's (SDAPCD) Rule 67.0.1, Architectural Coatings.

PDF-GHG-1: Per the Sustainable Santee Action Plan Checklist, the Project will include 450kW of solar PV based on 3 kW per 2,000 SF of building area.

PDF-GHG-2: Per the Sustainable Santee Action Plan Checklist, the Project will meet or exceed CALGreen Tier 2 Standards in effect at the time of the building permit application to the satisfaction of the Director of Planning and Building. Documentation shall be provided to the City demonstrating that the Project meets this requirement prior to the issuance of the building permit.

PDF-GHG-3: Per the Sustainable Santee Action Plan Checklist, the Project utilizes tree planting for shade and energy efficiency such as tree planting in parking lots and streetscapes. Landscaping will be installed in the passenger parking area and around portions of the buildings as well as site frontages, including trees, shrubs and cover. See Figure 3-9 of the Landscape Plan.

PDF-GHG-4: Per the Sustainable Santee Action Plan Checklist, roof structures will be designed to include "cool roofs" materials with a minimum aged reflectance and thermal emittance values equal to or greater than the current CALGreen Table A5.106.11.3, Tier 1.

PDF-GHG-5: Per the Sustainable Santee Action Plan Checklist, proposed Project streets will include sidewalks, crosswalks, and other infrastructure that promotes non-motorized transportation options. The Project will include street, sidewalk, and landscape improvements.

PDF-GHG-6: Per the Sustainable Santee Action Plan Checklist, electric vehicle chargers will be installed in all new commercial developments. The Project includes 16 EVCS (EV Capable Stall with EVSE).

PDF-GHG-7: Per the Sustainable Santee Action Plan Checklist, for new industrial and other Land Uses employing 200 or more employees, e-chargers shall be installed for 5 percent of the total

parking spaces. The Project includes 301 total parking spaces (301 x 0.05 = 15 spaces). The Project includes 16 EVCS with EVSE.

PDF-GHG-8: Per the Sustainable Santee Action Plan Checklist, the Project will reduce waste at landfills. The Project will include storage areas for recyclables and green waste as well as food waste.

PDF-GHG-9: The Project shall utilize high-efficiency equipment and fixtures consistent with the current California Green Building Standards Code and Title 24 of the California Code of Regulations.

PDF-GHG-10: The Project shall comply with the Santee Water Efficient Landscape Ordinance. The ordinance promotes water conservation and efficiency by imposing various requirements related to evapotranspiration rates, irrigation efficiency, and plant factors.

PDF-GHG-11: The Project shall comply with Chapters 9.02 and 9.04 of the Santee Municipal Code that pertain to solid waste management and demolition and construction debris recycling.

PDF-NOI-1: The Project will construct a 10'-0" tall approximately 568-foot-long wall along the northern perimeter of the project site. A portion of this wall will include an overlapping wall section to allow for drainage and access. The Project will begin the installation of this wall concurrently with the commencement of rough grading and complete its installation prior to the start of precise grading.

PDF-TRA-1 Multi-modal Intersection Improvements: Prior to the issuance of a building permit, the Project applicant will pay its traffic impact fees to the satisfaction of the City Engineer. Prior to obtaining the Certificate of Occupancy, the project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. Prior to the issuance of a building permit, the Project applicant will also fund its fair share in the amount of $476,000 payable to the City to rehabilitate the pavement with a full width and adequate structural section of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the eastern most edge of the Project driveway's intersection with N. Woodside Avenue. The Project applicant will install also approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk near N. Woodside Avenue's intersection with the SR-67. The Project will install "KEEP CLEAR'" pavement markings west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

PDF-WF-1: Prior to the start of construction activities and issuance of grading permits and consistent with the Fire Protection Technical Report prepared for the Project (see Appendix N of this Draft EIR), the Project applicant, or its designee, shall ensure that the Project includes the following fire protection and life safety features: (1) an encircling fire apparatus roadway; (2) a secure Knox box access; (3) dual fire department connections; (4) reliable water supply arrangements; (5) strategically placed fire department access points; (6) ample on-site fire hydrants; (7) an advanced ESFR sprinkler system; (8) a diesel fire pump; (9) a Class I manual wet standpipe

system; (10) well-placed exits with illumination and signage; (11) readily accessible fire extinguishers; and (12) the implementation of recommended fire hazard mitigation strategies outlined in Section 7 of the Project FPP (see Appendix N of this Draft EIR).

2.3 Proposed Site Revision

As discussed above, the Project Applicant submitted an application to revise the approved site layout, known as the Palisade Santee Commerce Center Site Revision Project (Site Revision Project). The Site Revision Project would split the single building of the Approved Project into two separate buildings and would create a north-south truck court separating the two buildings. All other aspects of the Approved Project would be maintained, including all PDFs.

Under the Site Revision Project, the two buildings would total 290,618 square feet, whereas the Approved Project building was 300,145 square feet. Under the Site Revision Project, Building 1 would include 135,708 square feet of warehouse space and 8,000 square feet of office space and Building 2 would include 138,910 square feet of warehouse and 8,000 square feet of office space. Overall, the Site Revision Project would reduce overall building area by 9,527 square feet. Figure 2-4 shows the proposed Site Revision Project site plan in the context of surrounding uses.

The proposed Site Revision Project would include 296 passenger vehicle parking spaces. While the Approved Project included 301 parking spaces, the lower number to be provided by the proposed Site Revision Project is based on building area and would be consistent with Santee Municipal Code (SMC) Section 13.24.040.B.6.

Under the proposed Site Revision Project, the north-south truck courts are reconfigured into a single truck court along the shared central north-south axis of the two buildings. In addition to improving circulation and operational efficiency, this configuration provides greater noise isolation as the two truck courts face one another and are shielded from adjacent off-site receptors by the intervening building mass and the 10-foot sound wall along the site's northern boundary.

Each of the two buildings would include two grade-level truck doors and 25 dock-high truck doors for a total of four grade-level truck doors and 50 dock-high truck doors. The location and number of truck doors are shown in Figure 2-4.

The exteriors of the two buildings proposed under the Site Revision Project would be substantially the same in style and color as the exterior of the Approved Project. Figure 2-5 shows the proposed Color Board for the buildings.Figures 2-6 and 2-7 show the exterior elevations for Buildings 1 and 2, respectively.

As with the Approved Project, new sources of lighting would be a mix of pole-mounted and wall-mounted lighting fixtures installed in parking and truck loading areas, along building exteriors, near the building offices, and the site entrance off North Woodside Avenue. Landscaping under the proposed Site Revision Project would be substantially the same to that of the Approved Project. The buildings under the proposed Site Revision Project would have a maximum height of 50 feet, the same as the Approved Project. Views of the proposed Site Plan Revision buildings from both elevated and street-level views are shown in Figures 2-8 through 2-15.

Construction of the proposed Site Revision Project would be expected to last approximately 15 months, the same as assumed in the Final EIR for the Approved Project. All other aspects of construction of the proposed Site Revision Project would be the same as the Approved Project.

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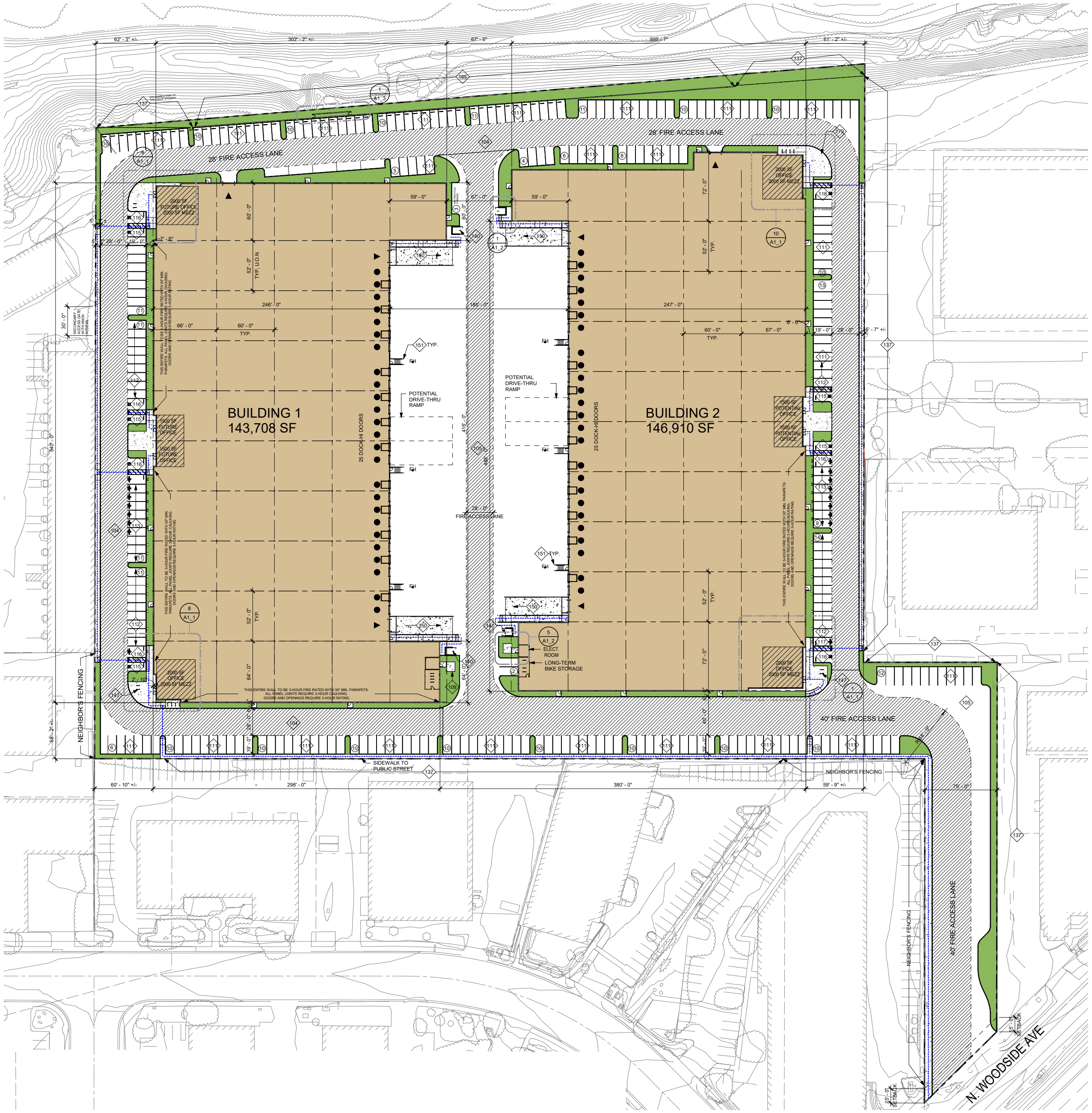

SOURCE: Herdman Architecture + Design 2025

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FIGURE 2-4

Proposed Site Revision Site Plan

Palisade Santee Commerce Center Site Revision Project

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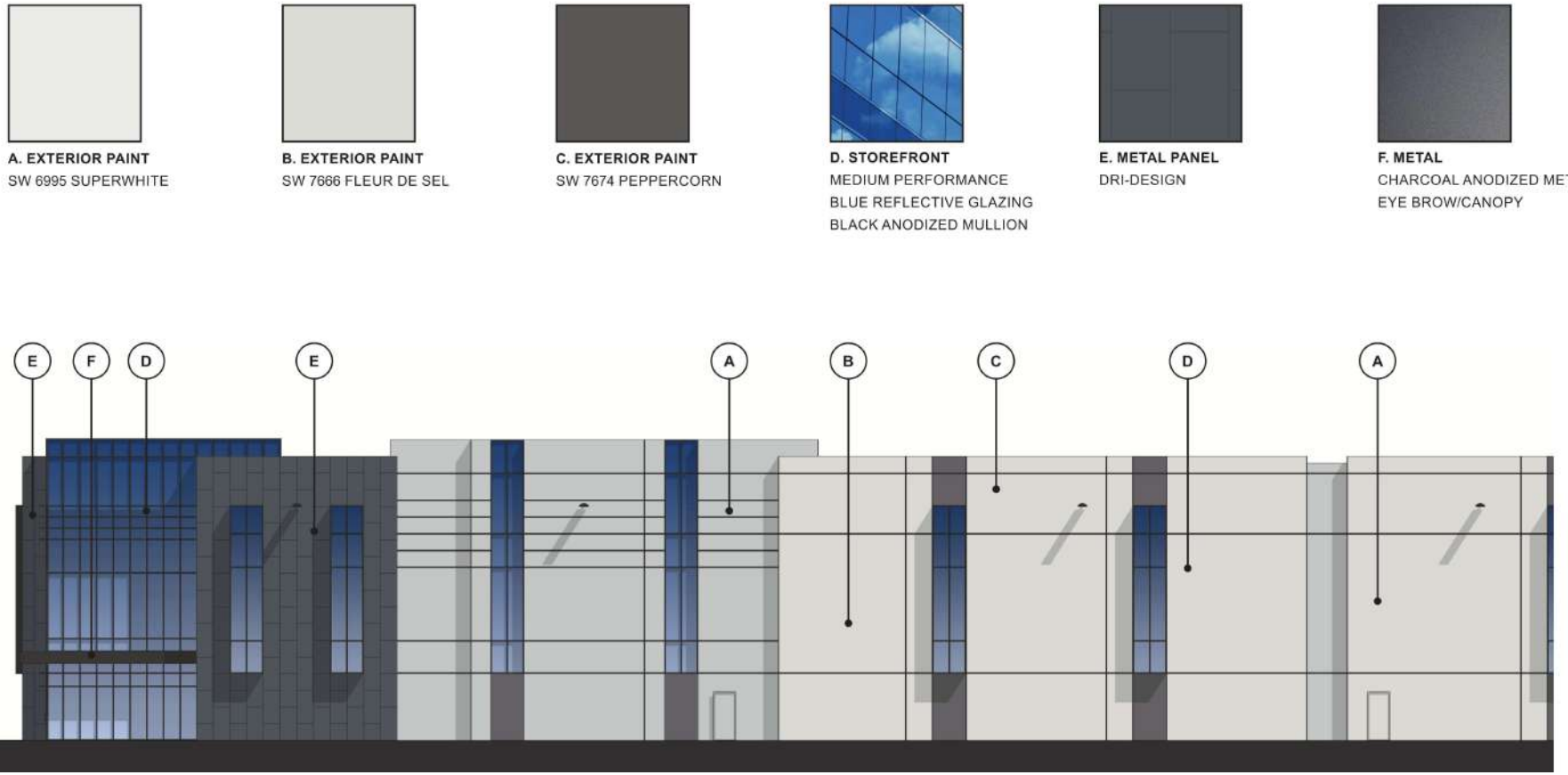

SOURCE: Herdman Architecture + Design 2025

FIGURE 2-5

Proposed Color Board

Palisade Santee Commerce Center Site Revision Project

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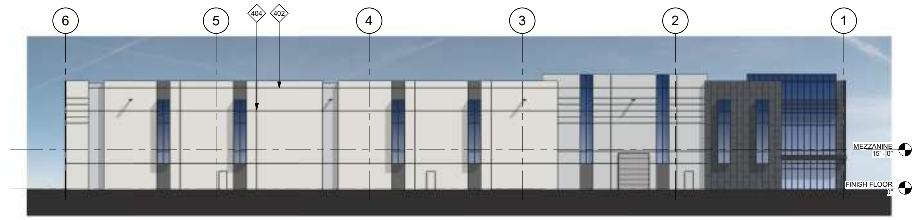
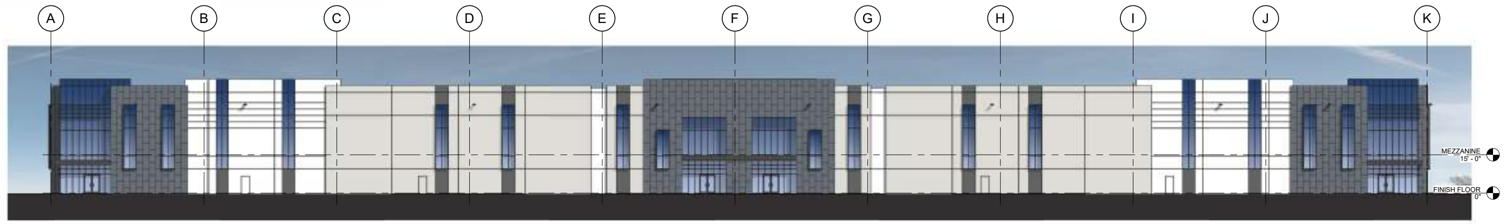
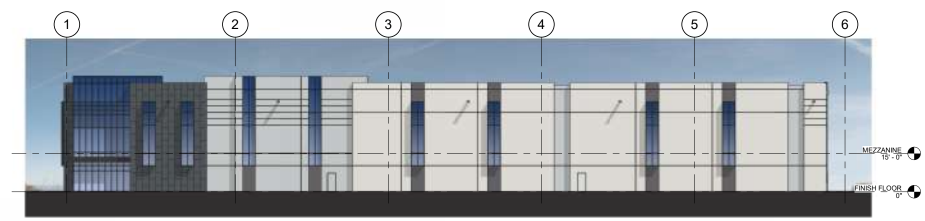


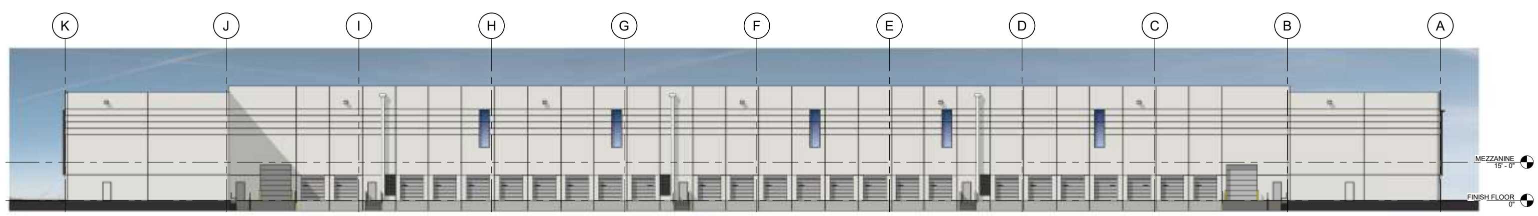
4 BUILDING 1 NORTH ELEVATION
1" = 20'-0"



3 BUILDING 1 WEST ELEVATION
1" = 20'-0"



2 BUILDING 1 SOUTH ELEVATION
1" = 20'-0"



1 BUILDING 1 EAST ELEVATION
1" = 20'-0"

SOURCE: Herdman Architecture + Design 2025

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FIGURE 2-6

Exterior Elevations - Building 1

Palisade Santee Commerce Center Site Revision Project

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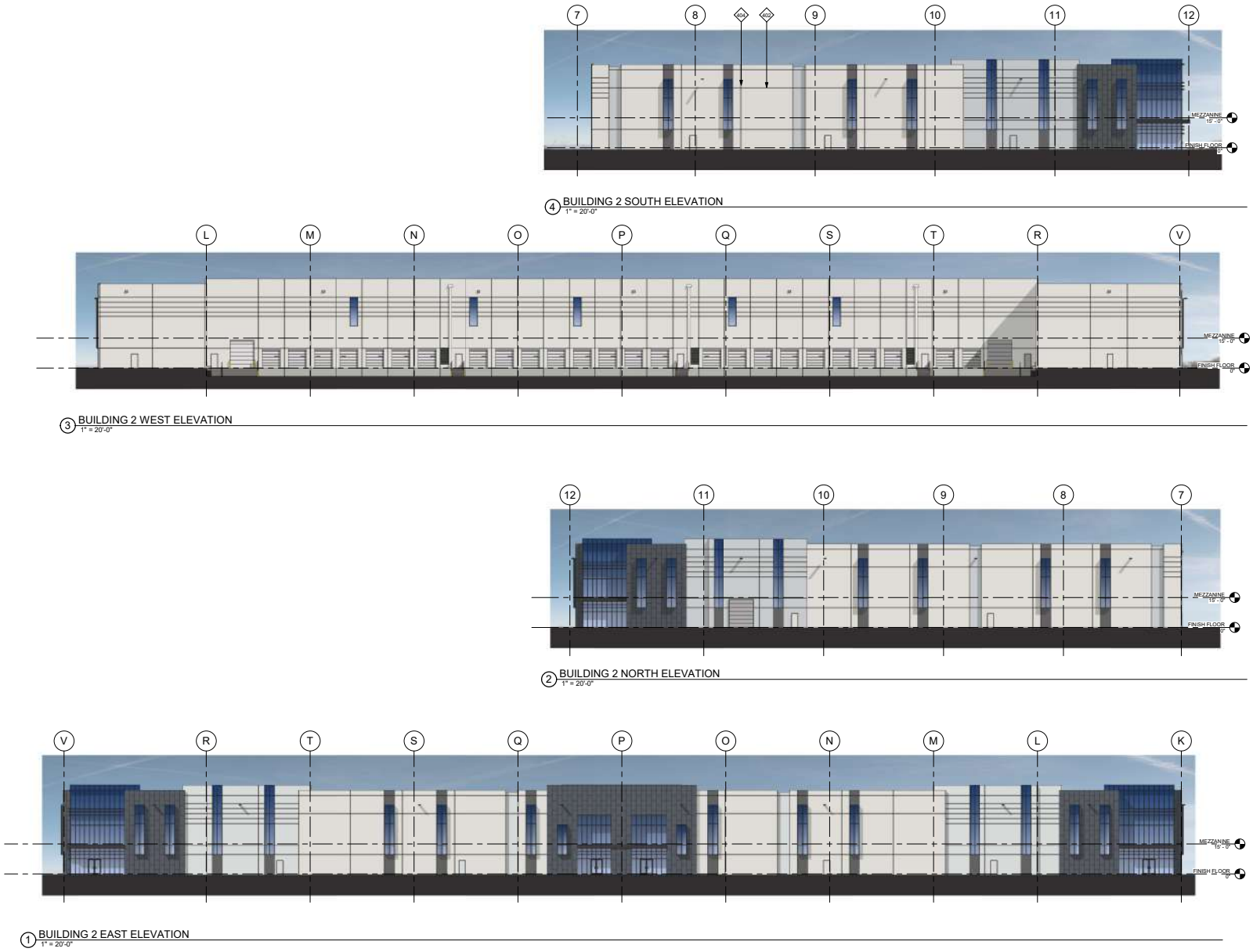

SOURCE: Herdman Architecture + Design 2025

FIGURE 2-7

Exterior Elevations - Building 2

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-8

Elevated River View 1

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-9

Elevated River View 2

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-10

Elevated River View 3

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-11
Elevated View of Truck Court
Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-12

Elevated View of Main Office

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-13

Street-Level View from Northcote Road

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-14

Street-Level View from Sandy Creek Drive

Palisade Santee Commerce Center Site Revision Project

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FIGURE 2-15

Street-Level View from River Trail

Palisade Santee Commerce Center Site Revision Project

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3 Environmental Analysis

Evaluation of Environmental Impacts

As stated in Section 1.2 of this Addendum, Section 15164 of the CEQA Guidelines states that the lead agency shall prepare an addendum to a previously certified EIR "if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred." In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Palisade Santee Commerce Center Project Final EIR is the appropriate environmental document for the Site Revision Project. This Addendum reviews the changes proposed by the Site Revision Project and any pertinent changes to the circumstances under which the Site Revision Project is undertaken that have occurred since the Final EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the Final EIR was certified. This examination includes an analysis of the provisions of Section 15162 of the CEQA Guidelines and their applicability to the Site Revision Project

Aesthetics

Certified EIR Analysis Summary

Potential impacts of the Approved Project related to aesthetics were analyzed in the Final EIR on pages 4.1-1 through 4.1-22 and 6-6 through 6-7. Potential impacts on scenic vistas and resources, degradation of the existing visual character or quality of the site, and sources of light and glare were evaluated. The Final EIR concluded that there would be no significant impacts related to aesthetics, and the Project's contribution to aesthetic impacts would not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. The two buildings would be the same height as the single building of the Approved Project and would have a total building area of 290,618 square feet, which is slightly less than the 300,145-square foot building under the Approved Project. Therefore, the overall building footprint total of the proposed Site Revision Project would be slightly smaller than the Approved Project (i.e., overall reduction in building area of 9,527 square feet). The two buildings would also be of the same design, materials, and similar outdoor lighting as the single building of the Approved Project. To allow for the truck court between the proposed two buildings, the buildings of the proposed Site Revision would be moved closer to the site boundaries. However, this reconfiguration would allow for truck movement and loading docks to be between the buildings, which would result in keeping views of trucks and loading dock activities further shielded from the residential uses north of the Project site across the San Diego River. Thus, the Site Revision Project would not result in any new or more severe impacts related to aesthetic impacts to scenic vistas, scenic resources within a State scenic highway, degradation of existing visual character or quality, and sources of light and glare, from those previously identified in the Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Air Quality

Certified EIR Analysis Summary

Potential impacts of the Approved Project related to air quality were analyzed in the Final EIR on pages 4.2-1 through 4.2-34 and 6-7 through 6-9. Potential impacts relating to whether the Approved Project would conflict with or obstruct implementation of an applicable air quality plan, violate any air quality standards or contribute to an existing or projected air quality violation, result in cumulatively considerable increases in criteria air pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors were evaluated. The Final EIR concluded that all air quality impacts would be less than significant and the Project's contribution to air quality impacts would not be cumulatively considerable. No mitigation was required. The Approved Project also includes the incorporation of five air quality project design features (PDFs):

PDF-AQ-1: Prior to the start of construction activities and issuance of grading permits, the Project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines or better.

PDF-AQ-2: Require the cargo handling equipment utilized during facility operations after the completion of construction to include forklifts (forklifts and pallet jacks) and yard tractors operating with Tier 4 Interim engines or better.

PDF-AQ-3: During all grading and site preparation activities, the on-site construction superintendent shall ensure implementation of standard best management practices as required by the San Diego Air Pollution Control District (SDAPCD) Rules 50, 51, 52, 54 and 55, Fugitive Dust Control.

PDF-AQ-4: During all grading and site preparation activities, the on-site construction superintendent shall ensure implementation of applicable California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program Measures, as specified on the CalRecycle website.

PDF-AQ-5: The Project shall apply only coatings that meet the requirements of San Diego Air Pollution Control District's (SDAPCD) Rule 67.0.1, Architectural Coatings.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would allow for the construction of two buildings on the Project site instead of the single building under the Approved Project. The Site Revision Project would allow for two buildings with an overall reduction in building area of 9,527 square feet, which would therefore slightly reduce the overall construction intensity compared to the Approved Project. The Site Revision Project, which would result in a reduced building area compared to the Approved Project, would also generate a similar or reduced number of employees, thereby resulting in similar or reduced emissions from commuting employees. Similar to the Adopted Project, project design features PDF-AQ-1 through PDF-AQ-5 would be incorporated into the Site Revision Project. Because PDFs AQ-1 through AQ-5 would be implemented, the overall building area would be slightly reduced, and there would be no increase in the number of employees commuting to the site, impacts related to air quality would not exceed those identified

in the certified Final EIR. Thus, the Site Revision Project would not result in any new or more severe impacts related to air quality impacts related to consistency with adopted air quality plans, emissions of criteria air pollutants, exposure of sensitive receptors to substantial pollutant concentrations, or odors from those previously identified in the Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Biological Resources

Certified EIR Analysis Summary

Potential impacts related to biological resources were analyzed in the Final EIR on pages 4.3-1 through 4.3- 27 and 6-9 through 6-11. The Final EIR determined that potential impacts relating to project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would be less than significant, while all other potential impacts to biological resources were determined to result in a less than significant impact with mitigation incorporated. In addition, the Project's contribution to biological resources impacts would were determined to not be cumulatively considerable.

The Final EIR incorporated the following mitigation measures:

MM-BIO-1 Pre-Construction Nesting Bird Survey. Construction within all potential nesting resource areas within the Project site (i.e., non-native woodland areas and ornamental trees) and areas of the Project site within 500 feet of the San Diego River should be avoided during the migratory bird nesting season (typically January 1 through September 30). If construction activities (i.e., grading, tree removal, external construction involving heavy equipment generating noise in excess of 60dBA (leq)) must occur during the bird nesting season, an avian nesting survey of all potential nesting resource areas (e.g., non-native woodland areas and ornamental trees) within the Project site and areas of the San Diego River within 500 feet of all impact areas must be conducted to determine the presence/absence of special-status species, protected migratory birds, and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 14 days prior to the start of construction and one more survey pass within 24 hours of initiation of construction activities in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If construction activities are on hold for more than 30 days, then pre-construction surveys would need to be reinitiated. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans, along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species), existing nearby conditions (e.g., natural habitat versus roads or existing noisy activities), existing buffering features (e.g., topography, tall and dense trees, buildings), legal status of species (i.e., listed versus non-listed), general sensitivities of the species (e.g., disturbance tolerant or urban versus non disturbance tolerant), and other variables. The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when an active nest buffer is in place. No

Project activities shall encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined that the nestlings have fledged and the nest is no longer active.

MM-BIO-2 Construction-Related Indirect Impacts to Special-Status Species, Sensitive Vegetation Communities, and Jurisdictional Aquatic Resources. Prior to approval of grading plans and issuance of a grading permit, construction plans and conditions of approval shall include the following to address potential indirect impacts to special-status species occurring within all suitable habitat associated with the San Diego River corridor (i.e., within 500 feet of the Project site):

- **Biological Monitoring.** A qualified Project biologist approved by the City of Santee shall monitor ground-disturbing and vegetation clearing activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation clearing activities are complete, the Project biologist shall conduct weekly checks to inspect construction fencing and ensure that all applicable requirements from the mitigation measures are being upheld.
- **Worker Environmental Awareness Training.** Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Endangered Species Act and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the Project; and (6) the access routes to and Project site boundaries within which the Project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures and any required permits from the resource agencies shall be made available to construction personnel.
- **Delineation of Property Boundaries.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided.
- **Standard Dust Control Measures.** Standard dust control measures as per the San Diego County Air Pollution Control District shall be implemented to reduce impacts on nearby plants and wildlife. Measures include controlling speed to 15 miles per hour or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible,

frequently watering active work sites, installing shaker plates, and suspending excavation and grading operations during periods of high winds.

- **Stormwater Pollution Prevention Plan.** Prior to issuance of a grading permit for construction, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Santee that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practice categories employed on site shall include erosion control, sediment control, and non-stormwater good housekeeping. Best management practices recommended for the construction phase shall include, but not be limited to, the following:
  - Limiting grading to the minimum area necessary for construction, operation, and decommissioning of the Project.
  - Limiting vegetation disturbance/removal to the maximum extent practicable.
  - Implementing fiber rolls and sandbags around drainage areas and the site perimeter.
  - Stockpiling and disposing of demolition debris, concrete, and soil properly.
  - Installing a stabilized construction entrance/exit and stabilizing disturbed areas.
  - Installing proper protections for fueling and maintaining equipment and vehicles.
  - Managing waste, aggressively controlling litter, and implementing sediment controls.
  - Stabilizing soil in disturbed areas through revegetation.

The following water quality measures shall be included in the SWPPP:

- Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
- The Project shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern, as feasible. Project activities that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species.
- Water pollution and erosion control plans shall be developed and implemented in accordance with the Regional Water Quality Control Board.
- **Minimize Spills of Hazardous Materials.** All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills shall be immediately cleaned up and the contaminated soil shall be properly handled and disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area. The staging area will be located on the south side of the Project site, away from the San Diego River, and no stockpiles will be allowed adjacent to the San Diego River corridor.
- **Wildlife Hazards.** The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities:
  - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches) shall be tightly covered at the end of each work day. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape.

- Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each work day and prior to disturbance. If wildlife is discovered, it shall either be moved out of harm's way by a qualified biologist or allowed to move off of the Project site on its own.
- Nets and mesh shall be made of loose weave material that is not fused at the intersections of the weave because nets with welded weaves present an entanglement risk.
- Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each work day.

- **Invasive Weeds.** To reduce the spread of invasive plant species, landscape plants shall not be on the most recent version of the California Invasive Plant Council's Invasive Plant Inventory (http://www.cal-ipc.org/ip/inventory/index.php).
- **Night Work.** All construction activities shall be conducted during the daytime, and lights shall not be kept on overnight in the construction area, as practicable. If night lighting is required during construction activities, all exterior lighting along undeveloped land shall be fully shielded and directed downward in a manner that will prevent light spillage or glare into the adjacent open space.

MM-BIO-3 Long-Term Indirect Impacts to Special-Status Species, Sensitive Vegetation Communities, and Jurisdictional Aquatic Resources. Prior to approval of grading plans and issuance of a grading permit, construction plans and conditions of approval shall include the following to address potential indirect impacts to special-status species occurring within all suitable habitat associated with the San Diego River corridor (i.e., within 500 feet of the Project site):

- **Runoff:** Future development within 500 feet of suitable habitat for special-status species shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures such as an infiltration system designed to capture and treat stormwater pollutants, consistent with commercial/industrial developments and associated parking lots, and including oil, grease, metals, trash, and debris, shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed open space or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods, including natural detention basins, grass swales, or mechanical trapping devices. Regular maintenance shall occur to ensure effective operation of runoff control systems.
- **Lighting:** Project lighting would be designed consistent with the requirements of Section 13.30.030(B) of the Santee Municipal Code. Night lighting shall be directed away from proposed open space and/or suitable habitat for special-status species to protect species from direct night lighting. Shielding, including use of light controlling devices such as light guards, shall be incorporated in Project designs to ensure that ambient lighting is not increased.

- **Invasive Species:** Landscape Plans shall incorporate native species that occur in the region. Invasive, non-native plant species listed on the most recent California Invasive Plant Council's Invasive Plant Inventory (https://www.cal-ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping.
- **Barriers:** The proposed Project shall incorporate barriers, where appropriate, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in open space and/or suitable habitat for special-status wildlife (e.g. San Diego River corridor). Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

MM-BIO-4 Tree Replacement, Encroachment, and Preservation. Prior to approval of grading plans and issuance of a grading permit, construction plans, conditions of approval, and the Project's Landscape Plan shall include the following to address tree removal, encroachment into protected zone, and retained trees:

- **Replacement:** The proposed site plan would require removal of 109 trees. Tree replacement shall occur at a 1:1 mitigation ratio with 15-gallon trees and be included in the Project's Landscape Plan, which shall also include recommendations for long-term maintenance and care for regulated trees that will be retained on site.
- **Encroachment into Protected Zone and Retained Trees:** The Project would encroach upon 24 trees and preserve 7 trees. As such, the recommendations provided in the Tree Protection Measures from the Arborist Report for the Palisade Santee Commerce Center Project (prepared by Dudek in April 2023) designed to mitigate impacts from construction encroachment into the protected zone of the preserved and encroached upon trees shall be implemented. These Tree Protection Measures are consistent with best management practices for tree protection on construction sites and would help minimize impacts to preserved and encroached trees. These measures shall be implemented prior to, during, and following construction. This includes measures such as exclusion fencing and worker training to avoid direct impacts to trees, and measures such as irrigation and monthly inspections by a certified arborist to promote the long-term health of retained trees.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property and has a very similar development footprint as the Adopted Project. As described in the Final EIR, Dudek conducted biological surveys of the site as described in the Biological Technical Report (BTR), prepared by Dudek in May 2024 (Appendix C of the Final EIR). Required Mitigation measures MM-BIO-1 through MM- BIO-4 of the Adopted Project would also be required for the Site Revision Project, and there would be no change in circumstances or new information relating to biological resources. As such, potential impacts related to biological resources associated with the Site Revision Project would be consistent with the analysis in the certified FEIR. With implementation of MM-BIO-1 through MM-BIO-4, the Site Revision Project would not have the potential to result in any new or more severe impacts to biological resources from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Cultural, Tribal Cultural, and Paleontological Resources

Certified EIR Analysis Summary

Potential impacts related to cultural, tribal, and paleontological resources were analyzed in the Final EIR on pages 4.4-1 through 4.4-20 and 6-11 through 6-14. Potential impacts related to a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5; a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; disturbance of any human remains, including those interred outside of formal cemeteries; substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); and a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, were evaluated.

The Final EIR concluded that implementation of the Approved Project would result in a significant and unavoidable impact related to a substantial adverse change in the significance of a historic resource (demolition of former Drive-In Theatre) after incorporation of mitigation measures (MM-HIS-1 through MM- HIS 4); a less than significant impact after incorporation of mitigation measures related to potential for a substantial adverse change in the significance of an archaeological resource (MM-CUL-1), potential impacts associated with any potential buried, currently unrecorded/unknown tribal cultural resources (MM-CUL-1), potential disturbance of human remains (MM-CUL-2), and potential for direct or indirect impacts to unique paleontological resources (MM-CUL-3); and potential buried, currently unrecorded/unknown tribal cultural resources (MM-CUL-1). Because the Approved Project would result in the loss of a historic resource, the certified Final EIR concluded that the Approved Project's incremental contribution to loss of historic resources would be cumulatively considerable; therefore, the Approved Project's contribution to the loss of historical resources would be a significant and unavoidable cumulative impact. The certified EIR concluded that the Approved Project's potential contribution to impacts related to Tribal Resources, Paleontological Resources, and other Cultural Resources would not be cumulatively considerable.

The certified EIR incorporated the following mitigation measures:

MM-HIS-1 Prior to the issuance of a demolition permit, the Applicant shall submit a Historic American Buildings Survey (HABS) Level II to the City of Santee for review and approval. This mitigation measure will provide an in-depth record of the Property's current state, including high-resolution photographs, detailed architectural drawings, and text explaining the drawings and photographs. The (HABS) Level II survey will help preserve a visual and documented history of the Property that may otherwise be lost after demolition. The submitted documentation not only serves to memorialize the Property for future generations but also allows for a future public appreciation of the Property's significance within the community.

The HABS documentation shall explicitly illustrate the significance of the Santee Drive-In Theatre for archival purposes, as specified below. The HABS will be made available for archival

storage to the San Diego County Public Library, the San Diego History Center, and the City of Santee. The HABS shall include the following:

A. ***Drawings.*** The HABS documentation shall include measured drawings, including Site Plan, Elevations, and known Construction Details prepared for the following structures/objects: Entrance Sign; Concessions Building; Movie Screens; and Ticket Booths.

B. ***Photographs.*** The HABS documentation shall include professional-quality photographic documentation of the Entrance Sign; Concessions Building; Movie Screens; and Ticket Booths prior to any construction on the Property. The photographs should be 35-millimeter black-and-white photographs; 4x6-inch standard format; taken of all four structure/object exterior elevations; and be of archival quality and easily reproducible. Once the HABS documentation is deemed complete, one set of original HABS photographs shall be submitted for archival storage to the San Diego County Public Library, the San Diego History Center, and the City of Santee.

C. ***Written History and Description***. The HABS documentation shall include a written history and description of the Santee Drive-In Theatre, developed in accordance with standards and format meeting the Department of the Interior's National Park Service requirements. The history will begin with a statement of significance supported by the development of the architectural and historical context in which the site was originally constructed and subsequently evolved. The written history will also include an architectural description and bibliographic information. The written history and description will also include a methodology section specifying the name of the researcher, date of research, and sources consulted.

MM-HIS-2 Interpretative Display. Prior to the issuance of the certificate of occupancy for the Project, the Applicant shall work with the City of Santee to create an approximately 24-inch by 48-inch metal plaque or display outlining the history of the Santee Drive-In Theatre, including events and activities associated with the site.

The Applicant shall submit a plan to the City showing the location, size and content of the Interpretive Display. Upon request, the interpretive material shall be made available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. Prior to issuance of the certificate of occupancy for the Project, the Interpretive Display shall be installed by the Applicant on the Property or at the new location of the Entrance Sign, as described below. If the Interpretive Display is located on the Property, the Applicant shall record a covenant indicating that the property owner is responsible for implementing the long-term management of the Interpretive Display. If, at the City's discretion, the Interpretive Display is located on off-site property owned by the City, the City shall assume long-term management of the Interpretive Display.

The interpretive display is intended to be placed near the final location of the Entrance Sign, which, as described under Mitigation Measure MM-HIS-3, will either be preserved on-site or relocated to an off-site location. By situating the interpretative display in proximity to the Entrance Sign, the public will be able to gain a deeper understanding of the significance of the Santee Drive-In Theatre, its role in the community, and its history while enjoying the visual backdrop of the Entrance Sign. The combination of the interpretive display and the Entrance Sign will provide visual interest to the community while providing a written context to serve as an educational resource for the community.

MM-HIS-3 Rehabilitation & Relocation of the Entrance Sign. The City and the Applicant may mutually agree to either preserve the Entrance Sign on the Property or relocate it to a City-owned property within the Arts and Entertainment neighborhood. Prior to the issuance of a demolition permit for the Project, the Applicant shall submit a plan to the City of Santee for approval to rehabilitate and temporarily store the Entrance Sign, which consists of the neon tubing outlining the word "Santee," the neon star, and the marquee. The plan, which is to be approved by the City, shall include information and details related to the rehabilitation, temporary storage and ultimate location of the Entrance Sign. Rehabilitation and storage of the Entrance Sign will be undertaken by the Applicant in a manner consistent with the Secretary of the Interior's Standards or other applicable industry standards . If the Entrance Sign is located on the Property, the Applicant shall record a covenant indicating that the property owner is responsible for implementing the long-term management of the Entrance Sign. If the Entrance Sign is located on off-site property owned by the City, the City shall assume long-term management of the Entrance Sign. If the City elects to require the Applicant to place the Entrance Sign and/or interpretative display on a City-owned off-site property, and the City, despite the Applicant's commercially reasonable efforts and through no fault of the Applicant, fails to provide the necessary authorization for the Applicant to begin the relocation of the Entrance Sign prior to the issuance of a Certificate of Occupancy for the project, the City shall not withhold the issuance of the Project's Certificate of Occupancy. Prior the issuance of a Certificate of Occupancy, the City and the Applicant shall mutually determine to reinstall the rehabilitated Entrance Sign at an appropriate location on the project site that is visible to the public from Woodside Avenue with recordation of a covenant by the Applicant indicating that the property owner is responsible for implementing the long-term management of the Entrance Sign. Alternatively, the City and the Applicant shall mutually determine an extended temporary storage plan for the sign with a security from the Applicant to complete the relocation after issuance of the Certificate of Occupancy or an Applicant provided funding mechanism for the City to complete this work.

The Entrance Sign is one of the most recognizable visual elements of the Santee Drive-In Theatre. Preserving this sign as a tangible, physical object ensures that the history of the Drive-In Theatre remains in order to be appreciated and viewed by the public. The Entrance Sign will provide a direct nexus to the history of the Drive-in Theatre and as outlined in Mitigation Measure MM-HIS-2, and the Entrance Sign will be complemented by an Interpretive Display. Together, the Entrance Sign and the Interpretive Display will provide historical context, detailing the Drive-In Theatre's history.

MM-HIS-4 Historical Preservation Funding. In the event the Interpretive Display and Entrance Sign are relocated to City property, the City will be responsible for the long-term management of the Interpretive Display and Entrance Sign. Accordingly, if the Interpretive Display and Entrance Sign are located on City property or moved off of the Project site, after the Applicant completes the rehabilitation, storage, and relocation, the Applicant shall provide a donation to the City of Santee in the amount of $7,500 (seven thousand five hundred dollars) which is intended to fund the long-term management of the interpretive display and Entrance Sign by the City.

MM-CUL-1 In order to mitigate impacts to cultural resources to a level that is less than significant, procedures for proper treatment of unanticipated archaeological finds must comply with the

California Environmental Quality Act (CEQA) Guidelines. Adherence to the following requirements during initial earth-disturbing activities will assure the proper treatment of unanticipated archaeological or Native American cultural material:

1. An archaeological monitor and a Kumeyaay Native American monitor shall be present full-time during all initial ground-disturbing activities. If proposed project excavation later present evidence suggesting a decrease in cultural sensitivity, the monitoring schedule can be reduced pending archaeological, Native American, and City consultation.
2. In the event that there is an unanticipated discovery of potentially significant archaeological resources, the archaeological monitor, Native American monitor, construction or other personnel shall have the authority to divert or temporarily halt ground disturbance operations within at least 50 feet (dependent on characteristics of the discovery) in the area of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. The archaeological monitor shall evaluate and minimally document isolates and clearly non-significant deposits in the field. If the discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. A data recovery plan shall be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground disturbance can continue only after the resources has been properly mitigated and with approval by the City.

MM-CUL-2 In order to mitigate impacts to human remains to a level that is less than significant, procedures for proper treatment of unanticipated discoveries must comply with the California Environmental Quality Act (CEQA) Guidelines. In the event of discovery of unanticipated human remains, personnel shall comply with Public Resources Code Section 5097.98, CEQA Section 15064.5, and Health and Safety Code Section 7050.5 during earth-disturbing activities:

1. If any human remains are discovered, the construction personnel or the appropriate representative shall contact the County Coroner and the City. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted by the property owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the Most Likely Descendant regarding their recommendations as required by California Public Resources Code Section 5097.98 has been conducted. California Public Resources Code Section 5097.98, CEQA Section 15064.5 and Health & Safety Code Section 7050.5 shall be followed.

MM-CUL-3 Inadvertent Discovery. Prior to ground-disturbing activities, the qualified paleontologist shall be retained and prepare a WEAT (worker environmental awareness training). The paleontologist, or their designee, shall present the WEAT for the construction crew members informing them of the potential to inadvertently encounter paleontological resources and the proper procedures to be enacted in the event of an inadvertent discovery. The WEAT may be done during a pre-construction meeting or morning tailboard safety meeting as long as it is

done prior to ground disturbance. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. The applicant shall ensure that construction personnel attend the training and sign an attendance acknowledgement form. The applicant shall retain documentation demonstrating attendance. The qualified paleontologist shall observe all initial ground disturbing activities including grading and excavation. In the unlikely event that paleontological resources (i.e., fossils) are exposed during construction activities, all construction work occurring within 50 feet of the find shall immediately stop and the lead agency representative contacted. The qualified paleontologist shall review the unanticipated find to determine the significance. If the discovery proves potentially significant under CEQA as determined by the qualified paleontologist, and the area cannot be feasibly avoided, paleontological monitoring may be warranted at the discretion of the qualified paleontologist.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property and has a very similar development footprint compared to the Approved Project. Mitigation measures MM-HIS-1 through MM-HIS-4 and MM-CUL-1 through MM-CUL-3 from the certified Final EIR would be implemented for the Site Revision Project. There would be no change in circumstances or new information relating to cultural, tribal cultural resources, or paleontological resources. As such, potential impacts related to cultural, tribal cultural resources, or paleontological resources associated with the Site Revision Project would be consistent with the analysis in the certified Final EIR for the Approved Project. With implementation of MM-HIS-1 through MM-HIS-4 and MM-CUL-1 through MM-CUL-3, the Site Revision Project would not have the potential to result in any new or more severe impacts to cultural, tribal cultural resources, or paleontological resources from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Energy

Certified EIR Analysis Summary

Potential impacts related to energy were analyzed in the Draft EIR on pages 4.5-1 through 4.5-17 and 6-14. Potential impacts related to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation and potential for the project to conflict with or obstruct a state or local plan for renewable energy or energy efficiency were evaluated. The Final EIR concluded that Approved Project's impacts related to energy would be less than significant. In addition, the Approved Project's contribution to energy impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would allow for the construction of two buildings on the Project site instead of the single building of the Approved Project. The Site Revision Project would allow for two buildings with an overall reduction in building area of 9,527 square feet, which would therefore slightly reduce

the overall construction intensity compared to the Approved Project. The reduced building area for the Site Revision Project would also generate a similar or reduced number of employees and associated energy consumption. The Site Revision Project would not result in any new or different energy impacts from those previously identified. As such, energy impacts associated with the Site Revision Project would be consistent with the analysis in the certified Final EIR and would not have the potential to result in any new or more severe impacts related to energy from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Greenhouse Gas Emissions

Adopted EIR Analysis Summary

Potential impacts related to greenhouse gas emissions were analyzed in the Draft EIR on pages 4.6-1 through 4.6-28 and 6-14 through 6-15. Potential impacts related to direct or indirect generation of greenhouse gas emissions and conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases were evaluated. The Final EIR concluded that impacts related to energy would be less than significant. In addition, the certified Final EIR concluded that the Approved Project's contribution to greenhouse gas emissions impacts were determined to not be cumulatively considerable. No mitigation was required.

The certified EIR for the Approved Project included the following project design features related to greenhouse gas emissions:

PDF-GHG-1: Per the Sustainable Santee Action Plan Checklist, the Project will include 450kW of solar PV based on 3 kW per 2,000 SF of building area.

PDF-GHG-2: Per the Sustainable Santee Action Plan Checklist, the Project will meet or exceed CALGreen Tier 2 Standards in effect at the time of the building permit application to the satisfaction of the Director of Planning and Building. Documentation shall be provided to the City demonstrating that the Project meets this requirement prior to the issuance of the building permit.

PDF-GHG-3: Per the Sustainable Santee Action Plan Checklist, the Project utilizes tree planting for shade and energy efficiency such as tree planting in parking lots and streetscapes. Landscaping will be installed in the passenger parking area and around portions of the buildings as well as site frontages, including trees, shrubs and cover. See Figure 3-9 of the Landscape Plan.

PDF-GHG-4: Per the Sustainable Santee Action Plan Checklist, roof structures will be designed to include "cool roofs" materials with a minimum aged reflectance and thermal emittance values equal to or greater than the current CALGreen Table A5.106.11.3, Tier 1.

PDF-GHG-5: Per the Sustainable Santee Action Plan Checklist, proposed Project streets will include sidewalks, crosswalks, and other infrastructure that promotes non-motorized transportation options. The Project will include street, sidewalk, and landscape improvements.

PDF-GHG-6: Per the Sustainable Santee Action Plan Checklist, electric vehicle chargers will be installed in all new commercial developments. The Project includes 16 EVCS (EV Capable Stall with EVSE).

PDF-GHG-7: Per the Sustainable Santee Action Plan Checklist, for new industrial and other Land Uses employing 200 or more employees, e-chargers shall be installed for 5 percent of the total parking spaces**.** The Project includes 301 total parking spaces (301 x 0.05 = 15 spaces). The Project includes 16 EVCS with EVSE.

PDF-GHG-8: Per the Sustainable Santee Action Plan Checklist, the Project will reduce waste at landfills. The Project will include storage areas for recyclables and green waste as well as food waste.

PDF-GHG-9: The Project shall utilize high-efficiency equipment and fixtures consistent with the current California Green Building Standards Code and Title 24 of the California Code of Regulations.

PDF-GHG-10: The Project shall comply with the Santee Water Efficient Landscape Ordinance. The ordinance promotes water conservation and efficiency by imposing various requirements related to evapotranspiration rates, irrigation efficiency, and plant factors.

PDF-GHG-11: The Project shall comply with Chapters 9.02 and 9.04 of the Santee Municipal Code that pertain to solid waste management and demolition and construction debris recycling.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would allow for the construction of two buildings on the Project site instead of the single building of the Approved Project. The Site Revision Project would result in an overall reduction in building area of 9,527 square feet, which would therefore slightly reduce the overall construction intensity compared to the Approved Project. The Site Revision Project, which would result in a reduced building area compared to the Approved Project, would also generate a similar or reduced number of employees, thereby resulting in similar or reduced project-generated greenhouse gas emissions. The Site Revision Project would not result in any new or different greenhouse gas emission impacts from those previously identified in the certified Final EIR. In addition, PDF-GHG-1 through PDF-GHG-11 would be incorporated into the proposed Site Revision Project. As such, greenhouse gas emission impacts associated with the Site Revision Project would be consistent with the analysis in the certified EIR and would not have the potential to result in any new or more severe impacts related to greenhouse gas emissions from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Hazards and Hazardous Materials

Certified EIR Analysis Summary

Potential impacts related to hazards and hazardous materials were analyzed in the Draft EIR on pages 4.7-1 through 4.7-17 and 6-15 through 6-17. The Final EIR evaluated the potential for the Approved Project to result in impacts related to significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the potential for the project to release hazardous materials into the environment; hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; being located within an airport land use plan or within two miles of a public airport, and result in a safety hazard or excessive noise for people residing or working in the Project area; impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan; and exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The Final EIR concluded that there would be no significant impacts related to hazards and hazardous materials. In addition, the Approved Project's contribution to hazards and hazardous materials impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property and has a very similar development footprint compared to the Adopted Project. There would be no change in circumstances or new information relating to hazards and hazardous materials. As such, potential impacts related to hazards and hazardous materials associated with the proposed Site Revision Project would be consistent with the analysis in the Adopted EIR and would not have the potential to result in any new or more severe impacts related to hazards and hazardous materials from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Hydrology and Water Quality

Certified EIR Analysis Summary

Potential impacts related to hydrology and water quality were analyzed in the Final EIR on pages 4.8-1 through 4.8- 26 and 6-17 through 6-19. The Final EIR evaluated whether the Approved Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces; result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Final EIR concluded that the Approved Project would not result in any significant impacts related to hydrology and water quality. In addition, the Approved Project's contribution to hydrology and water quality impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property and has a very similar development footprint compared to the Approved Project. The proposed Site Revision Project would have a slightly smaller total building area compared to the single building of the Approved Project. Like the Approved Project, the proposed Site Revision Project would include development of an on-site storm drain system that would accept flows from drain inlets at low spots throughout the site. Stormwater would continue to flow to the north of the site, around the buildings to an underground infiltration system located within the northern truck yard. The infiltration system has been sized to infiltrate the design capture volume, based on San Diego County low impact development (LID) requirements, with larger flows building up within the system and discharging to a headwall structure with downstream rip-rap (to dissipate energy and provide scour protection) located near the northern property line, and then draining into the San Diego River. There would be no change in circumstances or new information relating to hydrology and water quality. As such, the Site Revision Project would be consistent with the analysis in the Adopted EIR and would not have the potential to result in any new or more severe impacts to hydrology and water quality from those previously identified in the certified EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Land Use and Planning

Certified EIR Analysis Summary

Potential impacts related to land use and planning were analyzed in the Final EIR on pages 4.9-1 through 4.9- 14 and 6-19. The Final EIR evaluated whether the Project would divide an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Final EIR concluded that there would be a less-than-significant impact related to division of an established community and no impact related to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the Approved Project's contribution to land use impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property, has a very similar development footprint, and proposes the same uses as the Approved Project. No change in circumstances or new information relating to land use are associated with the proposed Site Revision Project. As such, potential land use impacts associated with the Site Revision Project would be consistent with the analysis in the certified EIR and would not have the potential to result in any new or more severe land use impacts from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Noise

Certified EIR Analysis Summary

Potential impacts related to noise were analyzed in the Draft EIR on pages 4.10-1 through 4.10-28 and 6-19 through 6-22. The Final EIR evaluated potential noise impacts related to short-term construction, including off-site construction noise impacts; project operation, including off-site traffic noise exposure, outdoor mechanical equipment, loading dock noise, and on-site parking activities; groundborne vibration or groundborne noise levels; and airport noise. Based on a technical report that evaluated these impacts and modeled noise levels, the Final EIR concluded that the Approved Project would have less-than-significant impacts related to all potential noise impacts. In addition, the Approved Project's contribution to noise impacts were determined to not be cumulatively considerable. No mitigation measures were required.

The Approved Project included a project design feature (PDF) related to noise. During the public hearing for the Approved Project, the Santee City Council required that the noise barrier along the site's northern boundary be increased from its planned height of eight feet to a height of 10 feet to provide further noise attenuation for the residents located across the San Diego River from the Project site. With this minor revision, the PDF for noise was updated. The noise PDF is presented below.

PDF-NOI-1: The Project will construct a 10'-0" tall approximately 568-foot-long wall along the northern perimeter of the project site. A portion of this wall will include an overlapping wall section to allow for drainage and access. The Project will begin the installation of this wall concurrently with the commencement of rough grading and complete its installation prior to the start of precise grading.

Site Revision Project Analysis

No New Impact The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. While the Approved Project has loading doors in truck courts along the north and south sides of the single building, the proposed Site Revision Project would have the truck court and all loading doors between the two buildings. Truck routes within the Project site would remain the same as trucks would be able to enter the truck court between the buildings from the north or the south of the buildings.

A Supplemental Noise Technical Report (Dudek 2025) was prepared to evaluate the potential noise impacts of the proposed Site Revision Project and is included as Appendix A to this Addendum. The key project changes evaluated in the supplemental report were the two-building site configuration with the truck courts between the buildings and the 10-foot noise wall (instead of the eight-foot height evaluated in the Final EIR). The supplemental report modeled the predicted noise levels at the same receptor points as evaluated for the Approved Project. All predicted noise levels for the current project, i.e., the Site Revision Project, would be the same or lower than those of the Approved Project (see Table 1 below).

Table 1. Comparison of Predicted Operations Noise Levels

Receiver ID	Location	Predicted Noise Level (L_{dn}, dBA)		Delta (dBA)
		Approved	Current	
R1	In the backyard of the residence at 10865 Hillcreek Road	41	39	-2
R2	In the backyard of the residence at 10943 Hillcreek Road	43	41	-2
R3	In the backyard of the residence at 11033 Hillcreek Road	44	43	-1
R4	Walker Preserve Trail Pull-out	44	41	-3
R5	Walk Preserve Trail River Access	43	39	-4
R6	Northwest side of the multi-family residence at 11067 Woodside Avenue	47	46	-1
R7	Northwest side of the multi-family residence at 11033 Woodside Avenue	40	40	0
R8	Northeast corner of Agile Offroad - Truck Accessories Store	64	59	-5
R9	Northeast corner of Eliminite Termite Services	63	62	-1
R10	Autofab Custom Off-Road Parts Fabrication – Auto Parts Store (commercial property approximately 70 feet perpendicular to Woodside Avenue)	64	64	0

Thus, the Site Revision Project would not result in any new or more severe impacts related to noise than those previously identified in the EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Public Services

Certified EIR Analysis Summary

Potential impacts related to public services were analyzed in the Final EIR on pages 4.11-1 through 4.11-10 and 6-22. The Final EIR evaluated whether the Approved Project could result in substantial adverse physical impacts associated with the provision of or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police, schools, parks, or other public facilities. The EIR concluded that impacts to public services would be less than significant. In addition, the Approved Project's contribution to public service impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would allow for the construction of two buildings on the Project site instead of the single building of the Approved Project. The site uses under the Site Revision Project would be the same as the Approved Project. There would be an overall reduction in building area of 9,527 square feet, which would therefore slightly reduce the overall construction intensity compared to the Approved Project and would generate a similar or reduced number of employees. Because there would not be any additional employees than the Approved Project and no new residents would be added, the Site Revision Project would not result in any new or different public service impacts from those in the certified Final EIR. As such, public service impacts associated with the Site Revision Project would be consistent with the analysis in the certified Final EIR and would not have the potential to result in any new or more severe impacts related to public services from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Transportation

Certified EIR Analysis Summary

Potential impacts related to transportation were analyzed in the Final EIR on pages 4.12-1 through 4.12-36 and 6-22 through 6-24. The Final EIR analyzed potential impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; vehicle miles travelled (VMT); increased hazards due to a geometric design feature or incompatible uses; and emergency access. The Final EIR concluded that the potential transportation impacts would be less than significant except impacts related to VMT whichwould remain significant and unavoidable despite mitigation measures and incorporation Transportation Demand Management (TDM) measures. In addition, the Final EIR concluded that the Approved Project's contribution to transportation impacts would be cumulatively considerable for VMT, but would not be cumulatively considerable for all other transportation impacts.

The Approved Project would implement the following Project Design Feature (PDF):

PDF-TRA-1 Multi-modal Intersection Improvements: Prior to the issuance of a building permit, the Project applicant will pay its traffic impact fees to the satisfaction of the City Engineer. Prior to obtaining the Certificate of Occupancy, the project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. Prior to the issuance of a building permit, the Project applicant will also fund its fair share in the amount of $476,000 payable to the City to rehabilitate the pavement with a full width and adequate structural section of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the eastern most edge of the Project driveway's intersection with N. Woodside Avenue. The Project applicant will install also approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk near N. Woodside Avenue's intersection with the SR-67. The Project will install "KEEP CLEAR'" pavement markings west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

The Final EIR incorporated the following mitigation measures:

MM-TRA-1 Trip Reduction Program: Prior to the issuance of first Certificate of Occupancy, the Project tenant will prepare a Trip Reduction program. The program shall include the following components:

1. **Implement Commute Trip Reduction Marketing:**
   a. Set-up a Transportation Kiosk, either physically on-site or online, with transportation information that employees could access at work or on their smart phones or personal computers. If an online kiosk, information can be available on the company's website (or intranet, or internal website). The Project developer or property manager will have responsibility for setting up and maintaining the information center. The Transportation Kiosk will have site-specific information about all the measures, services, and facilities discussed in this Program. In addition, the information center will include:
   b. A summary of local bus routes and local bicycle facilities to provide further information about their routes and schedules and the incentive programs available to transit users.
   c. Information about ride matching services (SANDAG - Bike Services) and on-site ride matching) and the incentive programs available to carpools.
   d. Information about services such as Uber, Lyft, and other on-demand transportation services.
   e. A local bikeways map and bicycling resources
   f. Availability of bicycle parking such as lockers and amenities including bike pumps, repair stations, full coverage lighting and security cameras.
   g. Information about bicycle education classes taught by certified league instructors from the San Diego County Bicycle Coalition.
2. **Provide Ridesharing Program:** The Project tenant will promote ride-sharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and/or providing a website or message board for coordinating rides. A designated employee may partner with SANDAG to use programs such as SANDAG Vanpool, Employer Commuter Program and Guaranteed Ride Home.
3. **Implement Subsidized or Discounted Transit Program:** The Project tenant would provide or reimburse the cost of monthly transit passes (such as Pronto card or mobile app) to the employees who use bus or rail transit to work to create incentive programs that reward employees for utilizing non-single occupancy vehicles to commute.
4. **Provide End of Trip Bicycle Facilities:** The Project will provide at least 15 bicycle parking spaces per City's parking code requirement[5]. Where possible, appropriate designed electrical outlets will be included near the bicycle racks for charging electric bicycles (E-bikes).

MM-TRA 2 Construction of Sidewalk: The Project will construct a new sidewalk along a portion of N. Woodside Avenue to create a continuous sidewalk along N. Woodside Avenue where it intersects the SR-67. Together, with the sidewalk constructed per PDF-TRA-1, this will be a total of 990 linear feet of new sidewalk. If the applicant, despite commercially reasonable efforts, is unable to obtain the necessary permits to construct the portion of sidewalk located outside of the City of Santee's right-of-way, the applicant will have an additional six months

[5] Per City's code 5% of motorized parking should be bicycle parking, therefore 5% of 301 car parking spaces = 15 bicycle parking spaces.

following the issuance of the Certificate of Occupancy to complete that portion. If, at the end of that six-month period, the applicant is still unable to construct the sidewalk due to the continued inability to obtain the required permits, the project will pay an in-lieu fee in the amount of $50,000 to the City to complete this work.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would have two separate buildings instead of the single building of the Approved Project. In addition, the proposed Site Revision Project is located within the same property, has a very similar development footprint, and proposes the same uses as the Approved Project. The Site Revision Project would result in an overall reduction in building area of 9,527 square feet, which would therefore slightly reduce the overall construction intensity compared to the Approved Project. The Site Revision Project would also generate a similar or reduced number of employees, thereby resulting in similar or reduced VMT, though it is expected that VMT impacts would remain significant and unavoidable. As with the Approved Project, PDF-TRA-1 and mitigation measures MM-TRA-1 and MM-TRA-2 would be implemented by the proposed Site Revision Project. Because PDF-TRA-1 and mitigation measures MM-TRA-1 and MM-TRA-2 would be implemented, the overall building area would be slightly reduced, and there would be no increase in the number of employees commuting to the site, impacts related to transportation would not exceed those identified in the certified EIR. Thus, the Site Revision Project would not result in any new or more severe impacts related to transportation from those previously identified in the EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Utilities and Service Systems

Certified EIR Analysis Summary

Potential impacts related to utilities and service systems were analyzed in the Final EIR on pages 4.13-1 through 4.13-16 and 6-24 through 6-25. The Final EIR evaluated potential impacts related to whether the Approved Project would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The Final EIR concluded that impacts to utilities and service systems would be less than significant. In addition, the Approved Project's contribution to utilities and service system impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. Proposed site uses under the Site Revision Project would be the same as the Approved Project. The Approved Project proposes one building while the Site Revision Project would allow for two buildings with an overall reduction in building area of 9,527 square feet and would generate a similar or

reduced number of employees, resulting in similar or reduced use of utilities and service systems. The Site Revision Project would not result in any new or different utilities and service systems impacts from those previously identified. As such, utilities and service systems impacts associated with the Site Revision Project would be consistent with the analysis in the certified EIR and would not have the potential to result in any new or more severe impacts related to utilities and service systems from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Wildfire

Certified EIR Analysis Summary

Potential impacts related to wildfire were analyzed in the Final EIR on pages 4.14-1 through 4.14-18 and 6- 26 through 6-27. The EIR evaluated potential impacts related to whether the Approved Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan due to slope, prevailing winds, and other factors; exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; and expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The Final EIR concluded that wildfire impacts would be less than significant. In addition, the Approved Project's contribution to wildfire impacts were determined to not be cumulatively considerable. No mitigation was required.

Site Revision Project Analysis

No New Impact. The proposed Site Revision Project would allow for the construction of two buildings on the Project site instead of the single building of the Approved Project. While the proposed Site Revision Project would allow for two buildings, there would be an overall reduction in building area of 9,527 square feet compared to the Approved Project. Proposed site uses under the Site Revision Project would be the same as the Approved Project and the development footprint would be substantially the same. As such, wildfire impacts associated with the proposed Site Revision Project would be consistent with the analysis in the certified EIR and would not have the potential to result in any new or more severe impacts related to wildfire from those previously identified. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Effects Found Not to Be Significant in the Certified EIR

Agriculture and Forestry Resources

No New Impact. Potential impacts related to agricultural and forestry resources were analyzed in the Final EIR on page 5-1. Because the Project site was designated as "Urban and Built-Up Land" by the California Department of Conservation, was zoned and designated for light industrial use, was not zoned for agricultural or forestry uses, and was not used for agriculture or forestry uses, the Final EIR concluded that the Approved

Project would not have a significant impact related to agriculture and forestry uses and the topic was not further discussed in the EIR. Since the Final EIR was certified in August 2025, there have been no changes regarding the Project site's uses or designations. The proposed Site Revision Project would result in the same use as described and analyzed in the Final EIR. Thus, the Site Revision Project would not result in any new or more severe impacts related to agriculture and forestry resources from those previously identified in the certified Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Geology and Soils

No New Impact. Potential impacts related to geology and soils were analyzed in the Final EIR on pages 5-2 through 5-4. Because the Project site was not on or near to an active fault, would be required to comply with all building code provisions as well as the Project-specific geotechnical engineering recommendations regarding seismic hazards and ground failure, is located on a relatively flat site, would be required to comply with the NPDES Construction General Permit, and would not require a septic system, the Final EIR concluded that the Approved Project would not have a significant impacts related to geology and soils and the topic was not further discussed in the Final EIR. Since the Final EIR was certified in August 2025, there have been no changes regarding the site's geological characteristics. The proposed Site Revision Project would result in the same use as described and analyzed in the Final EIR. Thus, the Site Revision Project would not result in any new or more severe impacts related to geology and soils from those previously identified in the certified Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Mineral Resources

No New Impact. Potential impacts related to mineral resources were analyzed in the Final EIR on page 5-4. Because the Project site is in an urbanized area of the City, there are no mining permits near the site, the site is not large enough to effectively extract any minerals, and mining activities would be incompatible with surrounding uses, particularly the residences across the San Diego River, the Final EIR concluded that the Approved Project would not have any significant impacts related to mineral resources, and the topic was not discussed further in the certified Final EIR. Since the Final EIR was certified in August 2025, there have been no changes regarding mineral resources in the area. The proposed Site Revision Project would result in a slightly smaller building area but the development footprint would be essentially the same as described and analyzed in the Final EIR. Thus, the Site Revision Project would not result in any new or more severe impacts related to minerals from those previously identified in the certified Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Population and Housing

No New Impact. Potential impacts related to population and housing were analyzed in the Final EIR on page 5-4 through 5-6. While the Approved Project would require employees for construction and operation, the number of permanent workers needed would not be expected to result in population growth in the area as jobs would likely be filled by workers already living in the area. Also, the Project would not displace any residents, nor would it add residential units to the area. For these reasons, the Final EIR concluded that the

Approved Project would not have significant impacts related to population and housing, and this topic was not discussed further in the certified Final EIR. Since the Final EIR was certified in August 2025, there have been no changes regarding population and housing in the area. The proposed Site Revision Project would result in a slightly smaller building area and would be expected to have a similar or slightly reduced workforce. Thus, the Site Revision Project would not result in any new or more severe impacts related to population and housing from those previously identified in the certified Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

Recreation

No New Impact. Potential impacts related to recreation were analyzed in the Final EIR on page 5-5. Because the Approved Project did not propose any residential uses and therefore would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area, the analysis concluded that the Approved Project would not have any significant impacts related to recreation and the topic was not discussed further in the certified final EIR. Since the Final EIR was certified in August 2025, there have been no changes regarding recreation in the area. The proposed Site Revision Project would result in a slightly smaller building area than the Approved Project but would not include any residential uses or be expected to increase the use of existing parks in the City and surrounding area. Thus, the Site Revision Project would not result in any new or more severe impacts related to recreation from those previously identified in the certified Final EIR. Also, the proposed Site Revision Project would not include any mitigation measures previously determined to be infeasible but would now be feasible, and there are no measures that the Applicant declines to adopt. No further analysis is required.

4 Conclusion

As demonstrated by the analysis and discussion above, impacts associated with the proposed Site Revision Project would be similar to or less than the impacts identified in the certified Final EIR for the Approved Project. The Site Revision Project would not create substantial changes that would require major revisions of the certified Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no change in circumstances or new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts related to the Site Revision Project. Furthermore, the applicable mitigation measures incorporated into the certified Final EIR would continue to be implemented under the Site Revision Project. All Site Revision Project impacts would be within the significance determination disclosed in the certified Final EIR, and none of the conditions described in CEQA Guidelines Section 15164 requiring a subsequent or supplemental would occur. Therefore, the Site Revision Project would not create any potential adverse impacts beyond those evaluated within the certified final EIR. As such, the preparation of this Addendum to modify the Approved Project is appropriate and fully complies with the requirements of CEQA Guidelines Section 15164.

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5 References and Preparers

5.1 References Cited

Dudek, 2025. *Supplemental Noise Technical Report*.

5.2 Preparers

City of Santee (Lead Agency)

Sandi Sawa, AICP, Director of Planning & Building/City Planner
Marni Borg, Principal Environmental Planner
Maddie Mattson, Principal Planner

Dudek (Environmental Consultant)

Corinne Resha, Senior Project Manager
Kristen Stoner, Senior Project Manager
Jim Cowan, Senior Acoustician
Cole Martin, Environmental Acoustician
Sabita Tewani, Senior Transportation Planner
Rachel Strobridge, GIS and Graphics

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Appendix A

Supplemental Noise Technical Report

Supplemental Noise Technical Report

Palisade Santee Commerce Center Project

DECEMBER 2025

Prepared for

NORTH PALISADE PARTNERS
1330 Factory Place, Suite 105
Los Angeles, California 90013

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Mark Storm, INCE Bd. Cert.
Cole Martin, INCE

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SECTION **PAGE NO.**

TABLES

FIGURES

APPENDIX

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1 Introduction

1.1 Report Purpose and Scope

The purpose of this supplemental technical report is to assess the potential noise impacts associated with construction and operation of the Palisade Santee Commerce Center project (project) and compare results between the previously approved facility design and the currently proposed facility design. This analysis uses the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.).

1.2 Project Description

The project proposes the demolition of all existing on-site structures located at 10990 Woodside Avenue (APN: 381-070-52) that was originally developed in 1962 as the Santee Drive-In Theatre. The project would redevelop the site for construction of an approximately 290,618 square foot (gross area, inclusive of mezzanines and approximately 16,000 sf of office space) two building, one-story industrial/warehousing facility. The proposed facility would accommodate warehousing and distribution, manufacturing, assembly, and/or research and development operations, and related office uses. The project would include approximately 274,618 square feet of warehouse space and approximately 16,000 square feet of office space. The industrial facility would include up to 50 dock-high doors, four grade-level doors, one truck court, and up to 296 passenger-vehicle parking spaces, 30- and 40-foot-wide fire access lanes along the facility perimeter, landscaping, and fencing along portions of the developed perimeter with automated gates at certain driveway locations. The project would also include associated utility, stormwater treatment, and roadway improvements. There is no known tenant at the time of the writing of this document. Figure 1 shows the location of the project and Figure 2 contains a site plan of the currently proposed facility design.

Additionally, a ten-foot tall, approximately 568-foot-long overlapping wall (three segments total), would be featured on the northern perimeter of the property, the length of which was determined by blocking the line-of-sight between the truck loading areas and the residences to the north of the project site during analysis of the approved project configuration. The wall contains a six-foot access gap, which is overlapped by greater than 4x by the middle segment, providing the appropriate distance for effective attenuation.

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2 Impact Discussion

Potential noise impacts attributed to project operation of the revised facility configuration are studied and compared with the previously approved facility configuration in the following subsection that is categorized by the CEQA Guidelines Appendix G significance for noise.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Sound Emission Sources

On-site Outdoor Mechanical Equipment

Operation of the facility will add a variety of noise-producing electro-mechanical equipment that include those presented and discussed in the following paragraphs. Most of these noise-producing equipment or sound emission sources would be considered stationary or limited in mobility to a defined onsite area.

Based on the available plans and other design information, the proposed project buildings would be served by roof-mounted air-conditioning equipment that includes outdoor-exposed packaged air-handling units and air-cooled condensers (ACC) that provide the expected cooling demand (expressed as refrigeration "tonnage") for each building. The following are descriptions of modeled sound sources, with Table 1 exhibiting modeled sound power level (PWL) data at octave-band center frequency (OBCF) resolution. Detailed information supporting these summary descriptions and quantities appear in Appendix A.

Table 1. Modeled Sound Power Levels (PWL) for Stationary Sources (HVAC)

Building	Sound Source	Overall L_{eq} (dBA)	A-Weighted dB at Octave Band Center Frequency (OBCF, Hz)								
			32.5	63	125	250	500	1000	2000	4000	8000
1 & 2	Air Handling	90	71	71	83	84	85	82	75	69	64
	Air Conditioning	94	67	67	80	84	91	88	86	84	77

The reference sound levels appearing in Table 1 were calculated from a combination of inputs that include square footage values for the proposed project's proposed office spaces, project applicant response to data requests, and manufacturer sound power level data. For the analysis of noise from this heating, ventilating, and air-conditioning (HVAC) equipment operation, eight air conditioning units were modeled on the rooves of the project buildings.

Loading Dock Noise Sources

The proposed project buildings also feature loading dock areas for the loading and unloading of heavy trucks. Onsite loading dock noise was calculated for a single heavy truck pass by (Salter 2014) and extrapolated based upon the number of heavy trucks entering or exiting the facility during the peak hour. Backup alarms are also included in the truck noise level calculations. Detailed information supporting the calculation of daytime and nighttime loading dock noise can be found in Appendix A.

Other Stationary Noise Sources

The proposed project buildings may feature other noise emitters, but their contributions would tend to be sporadic or otherwise occur infrequently and thus be expected to have no greater acoustic contribution to an hourly L_{eq} than the continuous-type HVAC noise studied herein.

Prediction Method and Parameters

The aggregate noise emission from major outdoor-exposed facility sound sources summarized in the preceding paragraphs has been predicted with the Datakustik CadnaA sound propagation program. CadnaA is a commercially available software program for the calculation, presentation, assessment, and prediction of environmental noise based on algorithms and reference data per International Organization of Standardization (ISO) Standard 9613-2, "Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation" (ISO 1996). The CadnaA computer software allows one to position sources of sound emission in a simulated three-dimensional (3- D) space having heights and footprints consistent with project architectural plans and elevations. In addition to the above-mentioned sound source inputs and building-block structures that define the three-dimensional sound propagation model space, the following assumptions and parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 0.5, which intends to represent an average or blending of ground covers that are characterized largely by smooth or otherwise reflective surfaces (e.g., pavements and other artificial hardscape) across the project site and include some acoustically "softer" vegetative topography in the surroundings;
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces such as the modeled building masses;
- Off-site residential structures and buildings have not been rendered in the model;
- A 10-foot-tall, 568-foot-long overlapped barrier was modeled on the northern perimeter of the project site;
- The vertical project building facades are conservatively expected to feature a modest average acoustical absorption coefficient of 0.1, and the noise wall equal to 0.4;
- Calm meteorological conditions (i.e., no wind) with 68 degrees Fahrenheit and 50% relative humidity; and
- All of the modeled noise sources are operating concurrently and continuously for a minimum period of 1 hour.

Prediction Results

An operational scenario of the proposed project was modeled that assumes all the considered HVAC equipment is emitting noise simultaneously for a minimum period of one hour along with peak hour truck movements in the loading dock areas. Figure 3, Predicted Daytime Onsite Operations Noise Contours, displays the predicted noise contours associated with aggregate sound propagation from operating HVAC and peak daytime loading dock sound sources. An additional operational scenario of the proposed project was modeled to predict a hypothetical nighttime scenario, where all the HVAC equipment is functioning simultaneously for a minimum period of one hour, but the peak hour truck movement is reduced to 25% of the peak for each docking area. Figure 4, Predicted Nighttime Onsite Operations Noise Contours, displays the predicted noise contours associated with aggregate sound propagation from operating HVAC and nighttime loading dock sound sources.

Figures 3 and 4 illustrate predicted aggregate SPL propagation solely from operation of the proposed project stationary sound sources as described herein. The color-coded annular bands of SPL are calculated across a field parallel with and five (5) feet above local grade. Table 2 contains a summary of predicted operation noise levels at selected receiver locations, which are also displayed in Figures 3 and 4.

Table 2. Predicted Project Operation Noise Level Summary

Receiver ID	Location	Predicted Noise Level (dBA)			Threshold (L_{dn}, dBA)	Impact?
		Daytime L_{eq}	Nighttime L_{eq}	L_{dn}		
R1	In the backyard of the residence at 10865 Hillcreek Road	35	32	39	65	No
R2	In the backyard of the residence at 10943 Hillcreek Road	38	34	41	65	No
R3	In the backyard of the residence at 11033 Hillcreek Road	40	35	43	65	No
R4	Walker Preserve Trail Pull-out	37	34	41	65	No
R5	Walk Preserve Trail River Access	35	32	39	65	No
R6	Northwest side of the multi-family residence at 11067 Woodside Avenue	43	38	46	65	No
R7	Northwest side of the multi-family residence at 11033 Woodside Avenue	37	32	40	65	No
R8	Northeast corner of Agile Offroad Truck Accessories Store	57	51	59	75	No
R9	Northeast corner of Eliminite Termite Services	60	54	62	75	No
R10	Commercial property approximately 70 feet perpendicular to Woodside Avenue	62	56	64	75	No

Based on the predicted results summarized in Table 2, the currently proposed project is predicted to be up to 62 dBA L_{eq} in the daytime and 56 dBA L_{eq} in the nighttime for a calculated L_{dn} of up to 64 dBA at the adjacent industrial land uses and is therefore expected to be lower than and thus comply with the City's 75 dBA L_{dn} threshold for industrial land uses. Further, the proposed project is predicted to be up to 40 dBA L_{eq} in the daytime and 35 dBA L_{eq} in the nighttime for a calculated L_{dn} of 43 dBA at the noise-sensitive receptors to the north of the project site and up to 43 dBA L_{eq} in the daytime and 38 dBA L_{eq} in the nighttime for a calculated L_{dn} of 46 dBA at the noise-sensitive receptors to the south of the project site, both of which are therefore predicted to be lower than and thus comply with the City's 65 dBA L_{dn} threshold for noise-sensitive land uses.

As shown in Figures 3 and 4, predicted levels in the natural habitat area to the north of the project site show maximum operational noise levels in the 35 to 45 dBA range in the same area. Therefore, project-related operational noise levels are predicted to be less than the current sound levels in the natural habitat area closest to the project site by a factor of 5 to 21 dBA. It should be noted that these predictions include the assumption of a 10-foot-tall, 568-foot-long overlapped barrier on the northern perimeter of the project site.

Comparison with Adopted Facility Design

Table 3 compares the currently proposed predicted operational noise levels with the approved facility design operational noise levels at the same receiver locations. As shown in Table 3, the revised facility design and a 10-foot-tall noise wall provide comparable or slightly lower day-night noise levels than the approved design with the eight-foot-tall noise wall. In both studied scenarios, predicted sound emission from the onsite truck routes represents a dominant contributor to the aggregate noise level.

Table 3. Comparison of Predicted Operations Noise Levels

Receiver ID	Location	Predicted Noise Level (L_{dn}, dBA)		Delta (dBA)
		Approved	Current	
R1	In the backyard of the residence at 10865 Hillcreek Road	41	39	2
R2	In the backyard of the residence at 10943 Hillcreek Road	43	41	2
R3	In the backyard of the residence at 11033 Hillcreek Road	44	43	1
R4	Walker Preserve Trail Pull-out	44	41	3
R5	Walk Preserve Trail River Access	43	39	4
R6	Northwest side of the multi-family residence at 11067 Woodside Avenue	47	46	1
R7	Northwest side of the multi-family residence at 11033 Woodside Avenue	40	40	0
R8	Northeast corner of Agile Offroad - Truck Accessories Store	64	59	5
R9	Northeast corner of Eliminite Termite Services	63	62	1
R10	Autofab Custom Off-Road Parts Fabrication – Auto Parts Store (commercial property approximately 70 feet perpendicular to Woodside Avenue)	64	64	0

3 Summary of Findings

This noise report supplemental was conducted for the revised proposed project facility design. Noise impacts due to operation of the proposed project (including traffic noise) would be **less than significant**. No noise and vibration mitigation measures are anticipated at this time.

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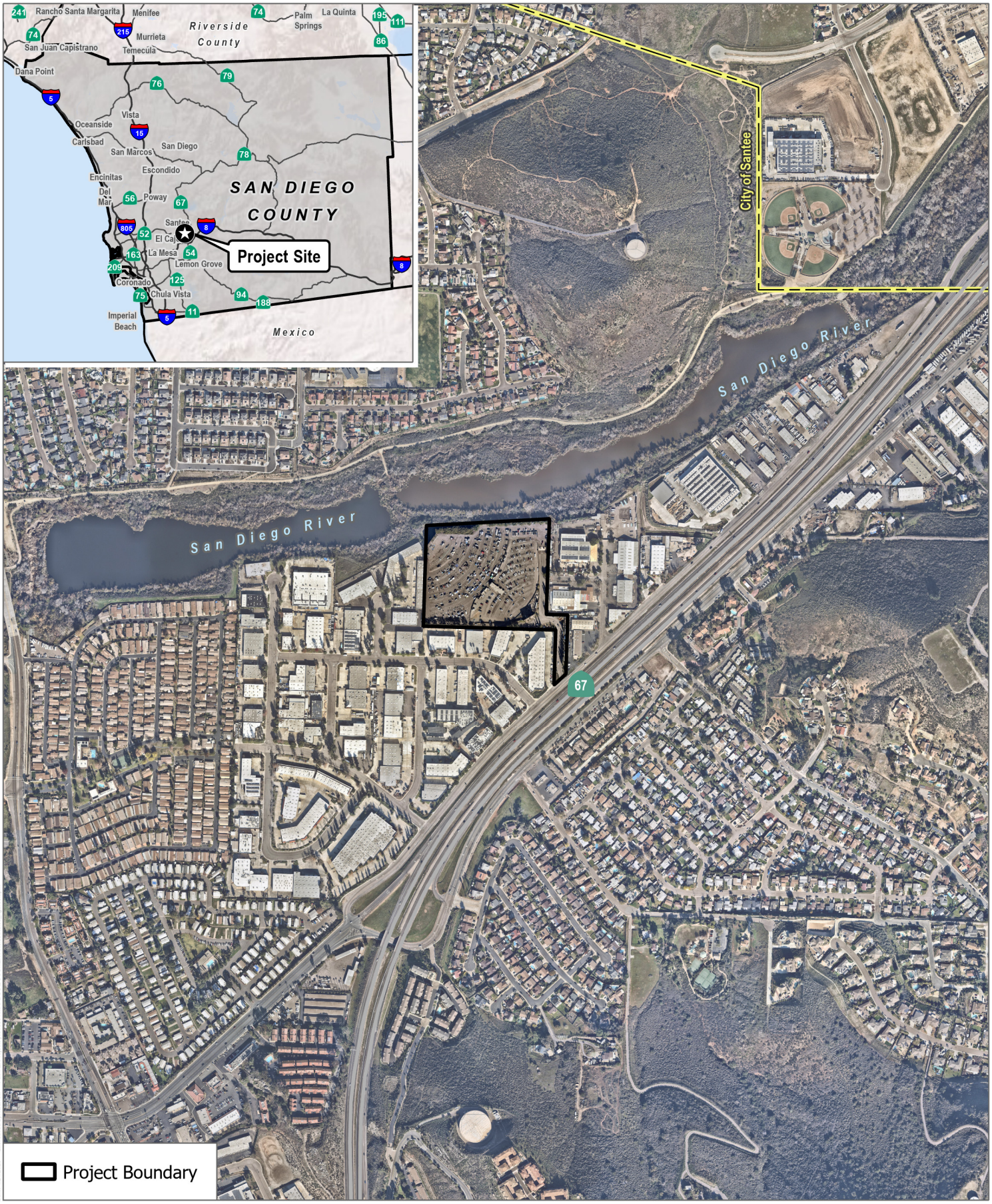

SOURCE: SanGIS, Open Street Maps

DUDEK

0 250 500 Feet

FIGURE 1

Project Location

Palisades Santee Commerce Center Project

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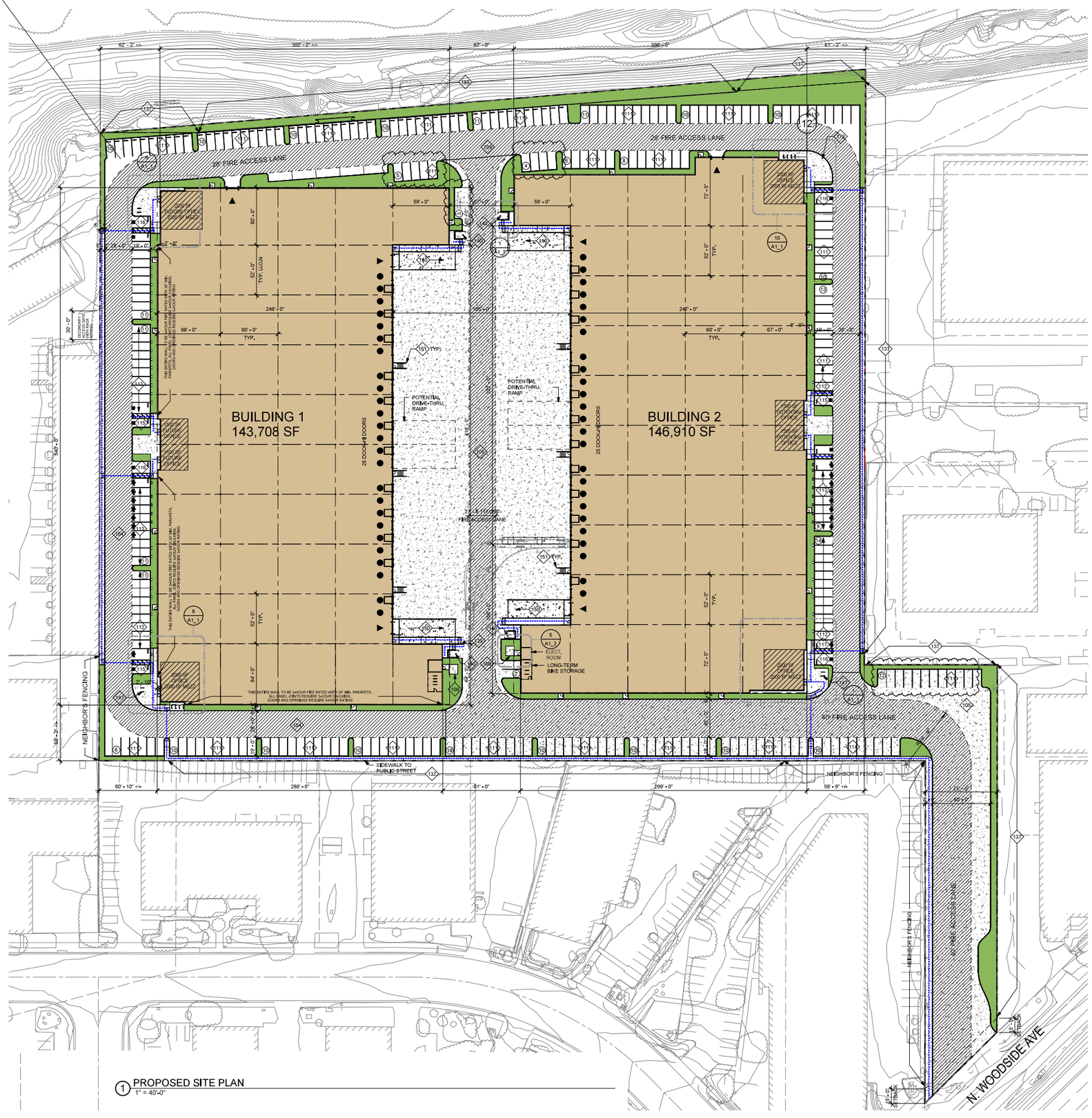


1 PROPOSED SITE PLAN
1" = 40'-0"

DEVELOPER/OWNER

NORTH PALISADE PARTNERS
1330 FACTORY PLACE #105, LOS ANGELES, CA 90013
CONTACT: BRIAN WONG
PHONE: 310.242.1612
EMAIL: BRIAN.WONG@NORTHPALISADE.COM
WEBSITE: WWW.NORTHPALISADE.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
3900 EAST COAST HWY. STE. 6
CORONA DEL MAR, CA 92625
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT TWO NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITIES WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, TUBE STEEL PERIMETER FENCING, AND PRE-CAST CONCRETE WALL BY OTHERS. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL

ASSESSOR'S PARCEL NO: 381-070-52-00

PROJECT INFORMATION & AREA ANALYSIS

BUILDING ADDRESS: 10990 WOODSIDE AVE.
SANTEE, CA 92071
CONSTRUCTION TYPE: III-B
OCCUPANCY: B / S-1
FIRE SPRINKLER: YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT: 36'

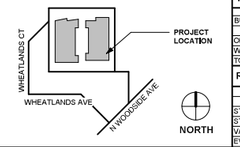
ZONING:
GENERAL PLAN: GI (GENERAL INDUSTRIAL)
SPECIFIC PLAN: N/A
FEMA FLOOD ZONE: NO FLOOD ZONE

BUILDING SETBACKS:
FRONT SETBACK: 15'
SIDE SETBACK: 5'
REAR SETBACK: NONE

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507 TABLE 506.2

SHEET INDEX

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.A. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB, ALL DIMESIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECTS SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES INDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   A. SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%, CROSS SLOPES DO NOT EXCEED 2%.
   B. THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   C. CHANGES IN LEVEL UP TO 1/2" COMPLY WITH 11A-02.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED, SEE PLANS.
   D. THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.A.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2-AD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
10. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE, SEE 6/AD1.2
12. PROVIDE A HOSE BIB NEAR THE MAIN BUILDING ENTRANCE THE , SEE PLAN FOR LOCATION.
13. AN ANTI-GRAFFITI COATING SHALL BE PROVIDE 10 FEET ON ALL BLOCK WALLS AND STUCCO COVERED WALLS AND WRITTEN VERIFICATION OF ITS APPLICATION FROM THE DEVELOPER SHALL BE PROVIDED TO THE PLANNING DIVISION. THE TYPE AND SPECIFICTION SHALL BE LISTED WITH THE WALL PLAN DETAILS SUBMITTED TO THE BUILDING AND SAFETY DIVISION DURING BUILDING PLAN CHECK.

KEYNOTES

104	ASPHALT PAVING
105	CONCRETE PAVING
109	(N) TRANSFORMER LOCATION. SEE LANDSCAPE FOR SCREENING
111	TYP U.O.N. STANDARD PARKING STALL. 9'-0" WIDE x 19'-0" DEEP
112	EV (ELECTRIC VEHICLE) CAPABLE PARKING STALL, PROVIDE FOR FUTURE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT), MATCH STANDARD STALL SIZE
113	EVCS (ELECTRIC VEHICLE CHARGING STATION), PROVIDE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT), MATCH STANDARD STALL SIZE
115	STANDARD ACCESSIBLE PARKING STALL, 9'-0" WIDE x DEPTH OF STANDARD STALL
116	VAN ACCESSIBLE PARKING STALL, 12'-0" WIDE x DEPTH OF STANDARD STALL
117	STANDARD ACCESSIBLE EVCS (ELECTRICAL VEHICLE CHARGING STATION), 9'-0" WIDE x DEPTH OF STANDARD STALL, PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT
135	CONCRETE TILT-UP SCREEN WALL, MIN HEIGHT 3' ABOVE HIGHEST ADJACENT FINISHED GRADE, PAINT BOTH SIDES AND TOP OF WALL, SEE PLANS FOR COLOR SCHEDULE
137	TUBE STEEL FENCE, MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE
140	TRASH ENCLOSURE w/ROOF COVERING AS REQUIRED BY JURISDICTION
147	2 POSITION BIKE RACK.
150	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S), PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE
151	STEEL PIPE BOLLARD PROTECTION POST
179	EMPLOYEE BREAK AREA
185	PRE-CAST CONCRETE FENCE SUPPORTED BY METAL POSTS FROM GREENFIELD FENCE, MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.

LOT AREA

SQUARE FOOTAGE	ACRES
587730 SF	13.49

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
290618 SF	587730 SF	100%	49.4%

BUILDING AREA SUMMARY

BUILDING 1	
TOTAL BUILDING AREA	**143708 SF**
FINISH FLOOR	
WAREHOUSE BUILDING 1	135708 SF
OFFICE BUILDING 1	2000 SF
OFFICE BUILDING 1	2000 SF
TOTAL FINISH FLOOR AREA	**139708 SF**
MEZZANINE	
OFFICE BUILDING 1	2000 SF
OFFICE BUILDING 1	2000 SF
TOTAL MEZZANINE AREA	**4000 SF**
TOTAL AREA BY OCCUPANCY	
WAREHOUSE	135708 SF
OFFICE AREA	8000 SF
BUILDING 2	
TOTAL BUILDING AREA	**146910 SF**
FINISH FLOOR	
WAREHOUSE BUILDING 2	138910 SF
OFFICE BUILDING 2	2000 SF
OFFICE BUILDING 2	2000 SF
TOTAL FINISH FLOOR AREA	**142910 SF**
MEZZANINE	
OFFICE BUILDING 2	2000 SF
OFFICE BUILDING 2	2000 SF
TOTAL MEZZANINE AREA	**4000 SF**

LANDSCAPE AREA SUMMARY

*SEE LANDSCAPE PLAN

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE AREA	16000 SF	1000	17
WAREHOUSE	274618 SF	1000	275
TOTAL	290618 SF		292

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	226
STANDARD ACCESSIBLE STALLS	0
VAN ACCESSIBLE STALLS	8
EV CAPABLE STALL (w/o EVSE)	44
EVCS (EV CAPABLE STALL w/ EVSE)	13
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	293

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	225
STANDARD ACCESSIBLE STALLS	5
VAN ACCESSIBLE STALLS	5
EV CAPABLE STALL (w/o EVSE)	44
EVCS (EV CAPABLE STALL w/ EVSE)	13
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	2
AMBULATORY ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	296

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES, & OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- PROPOSED OFFICE
- FIRE LANE PER DEPARTMENT REQUIREMENT
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
- LIGHT POLE
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR
- PARKING STALL COUNT TOTAL

PROJECT
5TH PLANNING SUBMITTAL

PALISADE SANTEE COMMERCE CENTER
SANTEE, CA

NORTH PALISADE PARTNERS

HERDMAN
ARCHITECTURE + DESIGN

A22-2164
09.04.2025

SITE PLAN

NORTH

Figure 2

9/4/2025 9:15:03 AM

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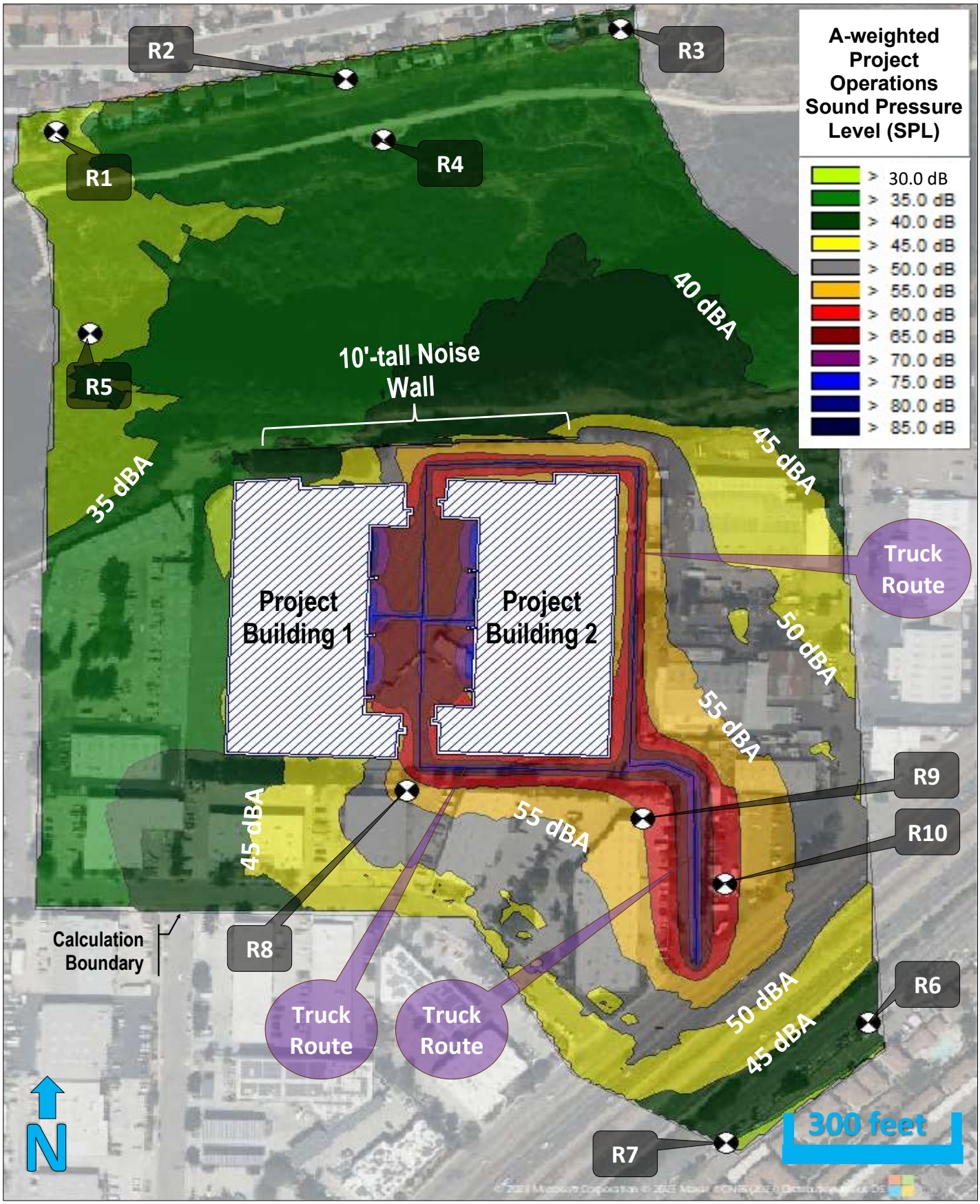

SOURCE: Microsoft 2025; Dudek 2025

DUDEK

FIGURE 3

Predicted Daytime Onsite Operations Noise Contours (L_{eq})

Palisades Santee Commerce Center Project

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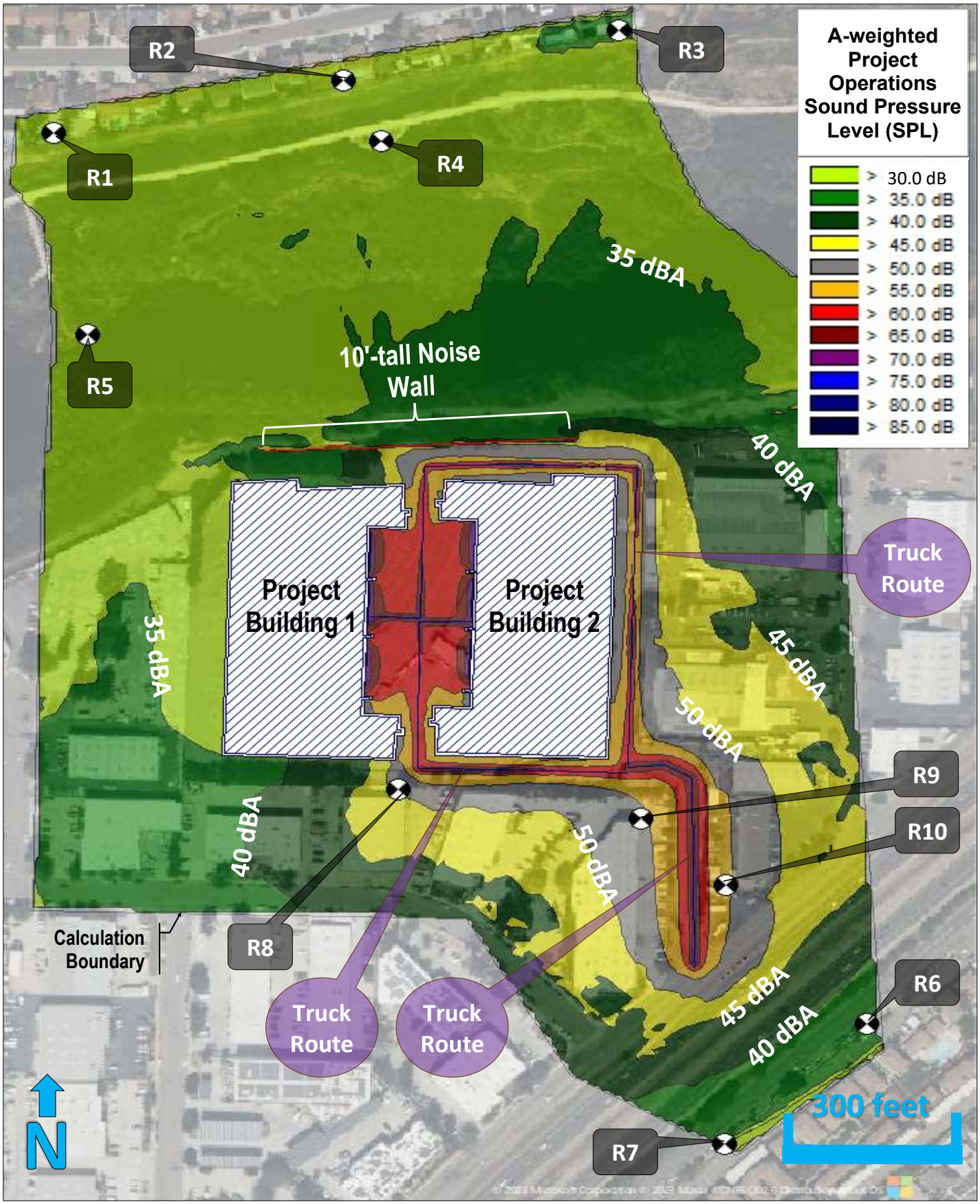

SOURCE: Microsoft 2025; Dudek 2025

DUDEK

FIGURE 4

Predicted Nighttime Onsite Operations Noise Contours (L_{eq})

Palisades Santee Commerce Center Project

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Appendix A

Project Operations Noise Prediction Data

AHUs (plenum-type return fan only, no condenser units [see separate worksheet]):

Building Minimum Ventilation

percent GSF actually occupied (and need ventilation): 90

													A-weighted PWL (for CadnaA inputs)								
Tag	Building	GSF	Avail. SF	Height (ft)	Avg. minutes to change air*	Volume (ft3)	CFM	m^2	comparable facility function	Pressure (iwg)	Pressure (Pa)	Q (m^3/s)	fantype = plug, tube, or prop	63	125	250	500	1000	2000	4000	8000	OA dB
return air fans in building rooftop AHUs:																						
Bldg1	Building 1	144690	130221	45	20	5859945	292997.25	12104	warehouse/office space	2.5	625	138	plug	71	83	84	85	82	75	69	64	**90**
Bldg2	Building 2	147414	132673	45	20	5970267	298513.35	12332	warehouse/office space	2.5	625	141	plug	71	83	84	85	82	75	69	64	**90**
													fan or AHU cabinet liner/interior attenuation (excludes inlet/outlet PWL split, already in calcs above:	2	3	4	5	6	8	10	10	

*from Loren Cook's "Engineering Cookbook", 1999 edition, p. 42

71	83	84	85	82	75	69	64	90	
1	71	83	84	85	82	75	69	64	90
unweighted									
97	96	93	88	82	74	68	65	**101**	
97	96	93	88	82	74	68	65	**90**	

A-weighting adjustments	26	13	9	3	0	-1	-1	1	
average of values for the two fan diameter ranges, per Guyer (Table 12) plug	40	40	38	34	29	23	19	16	
average of values for the two fan diameter ranges, per Guyer (Table 12) tube	47	44	46	47	44	45	38	35	
per Guyer (Table 12, presumed based on Bies & Hansen ENC) prop	46	48	55	53	52	48	43	38	

ACCs (air-cooled chillers on rooftops):

Building Interior Comfort

with or without sound insulation? (enter Y/N): y

unweighted PWL (dB) per OCBF (Hz) at full load (100%)

	tons	LWA	63	125	250	500	1000	2000	4000	8000
Bryant BH16-018 (no sound blanket)	1.5	67	66.2	66.2	63.9	63.8	62.3	58.4	56.4	50.3
Bryant BH16-024 (no sound blanket)	2	71	65	65	63.7	63.4	68.5	64.7	58.7	52.8
Bryant BH16-036 (no sound blanket)	3	71	68.2	68.2	66.4	67.5	68.4	59.6	58.2	52.4
Bryant BH16-048 (no sound blanket)	4	71	68.4	68.4	67.7	69.7	67.6	59.4	56.4	50
Bryant BH16-060 (no sound blanket)	5	69	63.7	63.7	65.4	67.3	64.9	58.3	56.2	51.9
Daikin AGZ-E 30 (w/out sound insulation)	30	85	84	84	83	84	77	75	74	70
Daikin AGZ-E 40 (w/out sound insulation)	40	85	84	84	83	84	77	75	74	70
Daikin AGZ-E 50 (w/out sound insulation)	50	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 60 (w/out sound insulation)	60	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 70 (w/out sound insulation)	70	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 80 (w/out sound insulation)	80	88	88	85	87	86	81	81	77	71
Daikin AGZ-E 90 (w/out sound insulation)	90	88	88	87	87	86	83	80	77	71
Daikin AGZ-E 120 (w/out sound insulation)	120	89	91	85	88	86	82	81	79	72
Daikin AGZ-E 240 (w/out sound insulation)	241	94	94	88	91	90	91	84	82	75

data for models "without sound insulation" or no "sound blankets"

LWA	63	125	250	500	1000	2000	4000	8000
68	66.2	66.2	63.8	64.1	64.6	59.9	57.7	53.6
72	63.4	63.4	63.3	63.3	70.4	64.5	59.3	55.5
72	67.7	67.7	66.8	68.1	69.9	62.8	60.3	55.2
73	67.5	67.5	67.8	70.1	70.6	63.1	58.5	53.3
70	61.7	61.7	65.6	68.1	65.8	59.8	58.4	56.1
88	92	91	88	87	83	78	73	68
89	92	91	90	88	84	79	74	69
90	93	93	91	89	85	79	74	69
91	94	93	94	89	86	81	76	71
92	95	95	94	89	87	81	76	71
92	95	95	95	89	87	81	76	71
93	94	95	92	91	89	83	81	81
95	93	96	92	92	90	84	84	82
100	98	98	98	95	96	90	90	86

data for models "with sound insulation" or "sound blankets"

LWA	63	125	250	500	1000	2000	4000	8000
67	66.2	66.2	63.9	63.8	62.3	58.4	56.4	50.3
71	65	65	63.7	63.4	68.5	64.7	58.7	52.8
71	68.2	68.2	66.4	67.5	68.4	59.6	58.2	52.4
71	68.4	68.4	67.7	69.7	67.6	59.4	56.4	50
69	63.7	63.7	65.4	67.3	64.9	58.3	56.2	51.9
85	84	84	83	84	77	75	74	70
85	84	84	83	84	77	75	74	70
87	85	85	85	86	80	77	75	70
87	85	85	85	86	80	77	75	70
87	85	85	85	86	80	77	75	70
88	88	85	87	86	81	77	75	71
88	88	87	87	86	83	80	77	71
89	91	85	88	86	82	81	79	72
94	94	88	91	90	91	84	82	75

actual percent of GSF occupied: 90

Phase	Building Tag	GSF	Avail. SF	comparable facility function	Avg. GSF per ton*	tons of refrig.	Approx. Qty. of ACCs	tons per ACC	Approx. Total PWL (dBA)
Bldg1	Building 1	144690	130221	Office building	360	361.7	6	60	**95**
Bldg2	Building 2	147414	132673	Office building	360	368.5	6	61	**95**

*based upon "lo" value per Loren Cook's "Engineering Cookbook", 1999 edition, pp. 59-60

unweighted PWL (dB) per OCBF (Hz) at full load (100%)

	63	125	250	500	1000	2000	4000	8000	
	93	93	93	94	88	85	83	78	**100**
	93	93	93	94	88	85	83	78	**100**
a weighting adj	26	13	9	3	0	-1	-1	1	
	67	80	84	91	88	86	84	77	**94**
	67	80	84	91	88	86	84	77	**94**

from CMS "Midpoint at 237" March 27, 2014 noise study				Dudek time estimate				
		dBA	dist (feet)	at 50'	minutes per hour	hourly Leq	source	PWL
truck passby		68	30	63.6	2	48.8	**traveling on lot**	**83.5**
truck airbrakes		72	25	66.0	0.05	35.2	at dock	69.8
truck backup alarm		79	30	74.6	0.05	43.8	at dock	78.4
idle before shutoff		70	25	64.0	1	46.2	at dock	80.9
truck engine ignition + airbrakes		71	25	65.0	0.05	34.2	at dock	68.8
truck accelerating from stop		74	25	68.0	0.05	37.2	at dock	71.8
							total at dock	**83.5**
dock door quantities from siteplan			peak hour trips*	split**	log add***	log add split**		
Buildings 1&2	total docks		66					
	50			33.0	18.2	15.2		

*(3 and 4-axle trucks)
**(based on dock ratio for the building)
***(to single truck noise levels)

This is the *daytime* operations scenario, when peak-hour truck trips would occur.

from CMS "Midpoint at 237" March 27, 2014 noise study				Dudek time estimate				
		dBA	dist (feet)	at 50'	minutes per hour	hourly Leq	source	PWL
truck passby		68	30	63.6	2	48.8	**traveling on lot**	**83.5**
truck airbrakes		72	25	66.0	0.05	35.2	at dock	69.8
truck backup alarm		79	30	74.6	0.05	43.8	at dock	78.4
idle before shutoff		70	25	64.0	1	46.2	at dock	80.9
truck engine ignition + airbrakes		71	25	65.0	0.05	34.2	at dock	68.8
truck accelerating from stop		74	25	68.0	0.05	37.2	at dock	71.8
							total at dock	**83.5**
dock door quantities from siteplan			peak hour trips*	split**	log add***	log add split**		
Buildings 1&2	total docks		16.5					
	50			8.3	12.2	9.2		

*(3 and 4-axle trucks)
**(based on dock ratio for the building)
***(to single truck noise levels)

This is the *nighttime* operations scenario, when only up to 25% peak-hour truck trips would occur.