

TO: Mayor and Councilmembers
Gary Halbert, Interim City Manager
Shawn Hagerty, City Attorney

FROM: James Jeffries, City Clerk

DATE: August 27, 2025

SUBJ: Updated Meeting Materials – August 27, 2025, City Council Meeting

PUBLIC HEARING:

- (8) **Public Hearing for a Development Review Permit (DR-2023-0002) and Conditional Use Permit (P2023-1) to Construct a 300,145 Square-Foot Industrial Building Located at 10990 N. Woodside Avenue in the Light Industrial (IL) Zone and Certify the Final Environmental Impact Report (ENV-2024-0003) (Applicant: North Palisade Opco, LLC). (Planning and Building – Sawa)**

Staff provided the below Errata and updated Agenda material for Council's consideration.

Errata

This Errata has been prepared to clarify and update the Environmental Impact Report (EIR) and associated Findings of Fact for the Palisade Commerce Center project, as well as related conditions of approval adopted with the Development Review Permit Resolution. Specifically, this Errata addresses (1) the removal of certain off-site street improvements that were previously identified as part of the project description and mitigation measures but are no longer proposed or required, and (2) correction of the referenced EIR date within four of the conditions of approval and added one condition of approval for the Development Review Permit Resolution. These modifications do not introduce new significant environmental effects, nor do they substantially increase the severity of previously identified impacts, and therefore do not require recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5.

Please see the attached pages shown in strikeout of the updated changes.



3 Project Description

The text of PDF-TRA-1 beginning on page 3-45 is revised as follows:

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, Tthe 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 on 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, ~~to the satisfaction of the City Engineer.~~ 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.

4.12 Transportation

The fourth paragraph beginning on page 4.12-23 is revised as follows:

The proposed project would result in a traffic effect at the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Horizon Year plus Project conditions. The Project will pay its traffic impact fees and construct sidewalk along N. Woodside Avenue on the east, through the street's intersection with the SR-67 southbound off-ramp and then connect to the existing sidewalk on Woodside Avenue on the west and near the Project driveway, for a total of 990 linear feet or approximately 0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue, ~~to the satisfaction of the City Engineer. In addition, the Project applicant will construct a southbound right turn at the N. Woodside Avenue/S. Woodside Avenue SR-67 SB Off-Ramp intersection subject to approval by the City and Caltrans. Additionally, the Project applicant will construct a pedestrian crosswalk with pedestrian refuge along the west leg of the intersection and reconstruct the paved sidewalk and bike lane along with other improvements, such as reconstructing storm drain outlet and pipe and protecting the existing soundwall.~~ Based on the queuing analysis, it is also recommended that "KEEP CLEAR" pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue. The above-mentioned improvements would be implemented as PDF-TRA-1 Multi-modal Intersection Improvements at N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection. These improvements will also ensure the Project's consistency with Policy 2.1 and is explained in detail in the TIS (Appendix L of this EIR).

Transit, Bicycle, and Pedestrian Facilities

The Project site is served by passenger rail and bus services, as shown in Figure 4.12-1. The San Diego Metropolitan Transit System (MTS) provides public transportation to the Project area. The nearest bus stop is located west of Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the Project site. Routes 832 and 833 serve this bus stop. The City of Santee is served by the Green Line Trolley (Route 530), with the sole station located at the Santee Transit Center. The Green Line connects Santee to the larger San Diego region and provides service into Downtown San Diego. The Santee Transit Center is located approximately 1.4 miles northeast of the Project site. The Project would not relocate any existing bus stops and would not require any changes to existing or future routes. The Project would not require an increase in service frequency or additional routes to serve the Project area. Therefore, development of the Project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less-than-significant.

As discussed in Section 4.12.1 and shown in Figure 4.12-2, Class II Bike Lane runs along Woodside Avenue; the bike lane along Woodside Avenue connects to bike route along Shadow Hill Road and Northcote Road, however, it does not connect to any other bicycle facility in the City. The City's General Plan Mobility Element recommends Class II bike lanes along Mission Gorge Road between Riverview Parkway and Magnolia Avenue and along Magnolia Avenue between Mast Boulevard and Mission Gorge Road. While the Project does not involve any plans to construct these planned and contemplated facilities, the Project's design would ensure that these facilities can be readily developed when the City commences implementation of those projects. Moreover, the Project would provide street and frontage improvements and access to the site would be facilitated for both pedestrian and bicycle users in the overall area. The frontage improvements associated with Project development would not conflict with any existing or planned facilities.

The Project would be responsible for constructing frontage improvements including sidewalks along the northern side of N. Woodside Avenue and connect to the existing sidewalk along N. Woodside Avenue that lies to the west of the Project's driveway. Due to these improvements, the Project would not conflict with any existing or planned facilities.

The proposed project would result in a traffic effect at the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Horizon Year plus Project conditions. The Project will pay its traffic impact fees and construct sidewalk along N. Woodside Avenue on the east, through the street's intersection with the SR-67 southbound off-ramp and then connect to the existing sidewalk on Woodside Avenue on the west and near the Project driveway, for a total of 990 linear feet or approximately 0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue, ~~to the satisfaction of the City Engineer. In addition, the Project applicant will construct a southbound right turn at the N. Woodside Avenue/S. Woodside Avenue - SR 67 SB Off Ramp intersection subject to approval by the City and Caltrans. Additionally, the Project applicant will construct a pedestrian crosswalk with pedestrian refuge along the west leg of the intersection and reconstruct the paved sidewalk and bike lane along with other improvements, such as reconstructing storm drain outlet and pipe and protecting the existing soundwall.~~ Based on the queuing analysis, it is also recommended that "KEEP CLEAR" pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue. The above-mentioned improvements would be implemented as PDF-TRA-1 Multi-modal Intersection Improvements at N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection. These

Roadway Segments:

- Magnolia Avenue, south of Mission Gorge - Woodside Avenue
- Woodside Avenue, between Magnolia Avenue and Woodside Avenue
- Woodside Avenue, between Woodside Avenue to Project Driveway

Intersections:

- Magnolia Avenue/SR-52 EB Off-Ramps
- Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp
- Magnolia Avenue - Mission Gorge Road/Woodside Avenue
- Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp
- Hartley Road/Woodside Avenue
- Wheatlands Avenue/Woodside Avenue
- Project Access Driveway/Woodside Avenue

As presented in the Transportation Impact Study (Appendix L of this Draft EIR), all study area roadway segments and intersections would continue to operate at satisfactory levels of service (LOS D or better) under Near Term plus Project conditions with the exception of the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection and the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. However, for the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection the proposed project would not increase the delay by more than 2 seconds and therefore, not exceed the City's criteria for project specific traffic effect under Horizon Year plus Project conditions. No improvements are required, and as such, no impacts are expected for the formation of adverse CO hotspots.

As presented in the Transportation Impact Study (Appendix I) the proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project conditions, and Horizon Year plus Project conditions, The project would construct a missing segment of sidewalk along N. Woodside Avenue near the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection and near the project driveway, for a total of 990 linear feet or approximately 0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue. The project would also be responsible for pavement rehabilitation and restriping of N. Woodside Avenue to the satisfaction of the City Engineer from Caltrans right of way at the intersection of the SR-67 to the easternmost edge of the project driveway's intersection with N. Woodside Avenue. In addition, the project would install 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. Although this improvement would not reduce delay or improve LOS at the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, it would improve non-vehicular circulation and pavement conditions along Woodside Avenue and would be considered an acceptable improvement by the City in lieu of improving delay or LOS at the intersection.

In addition, at the time that the South Coast Air Quality Management District (SCAQMD) Handbook (SCAQMD 1993) was published, the South Coast Air Basin (SCAB) was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels,

“KEEP CLEAR” pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

Additionally, it should be noted that under Existing and Existing plus Project conditions analyzed, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available. The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline. See Appendix L for details on queuing analysis at the N. Woodside Avenue/ Woodside Avenue - SR-67 SB Off-Ramp intersection.

The Project will pay its traffic impact fees and construct a missing segment of sidewalk along N. Woodside Avenue near the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection and near the Project driveway, for a total of 990 linear feet or approximately 0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue. ~~The Project would also be responsible for pavement rehabilitation and restriping of N. Woodside Avenue to the satisfaction of the City Engineer from Caltrans right of way at the intersection of the SR-67 to the easternmost edge of the Project driveway's intersection with N. Woodside Avenue.~~ In addition, the Project would install 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.

Therefore, with proposed improvements at the Project access and implementation of PDF-TRA-1 Multi-modal Intersection Improvements at and west of the N. Woodside Avenue/ Woodside Avenue - SR-67 SB Off-Ramp intersection, the Project would not increase hazards because of a roadway design feature or incompatible uses and impact would be less than significant.

D. Would the Project result in inadequate emergency access?

Less-than-Significant Impact. As mentioned above, on-site circulation and access to the Project will be provided by a circuitous roadway that would also serve as fire lane. All street improvements will be designed with adequate width, turning radius, and grade to facilitate access by City's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the City's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the Project's impact due to inadequate emergency access would be less than significant.

4.12.5 Project Design Features, Mitigation Measures, and Level of Significance After Mitigation

The proposed Project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB off-Ramp intersection, under Existing plus Project, Near Term plus Project and buildout plus Project conditions, .PDF-TRA-1 Multi-modal Intersection Improvements will be implemented consistent with the City's Mobility Element goals and policies in lieu of improving delay at the intersection.:

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.

0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue. ~~In addition, the Project applicant will construct a southbound right turn at the N. Woodside Avenue/S. Woodside Avenue—SR-67 SB Off-Ramp intersection subject to approval by the City and Caltrans. Additionally, the Project applicant will construct a pedestrian crosswalk with pedestrian refuge along the west leg of the intersection and reconstruct the paved sidewalk and bike lane along with other improvements, such as reconstructing storm drain outlet and pipe and protecting the existing soundwall.~~ Based on the queuing analysis, it is also recommended that “KEEP CLEAR” pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue. The above-mentioned improvements would be implemented as **PDF-TRA-1 Multi-modal Intersection Improvements** at N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection. These improvements will also ensure the Project's consistency with Policy 2.1 and is explained in detail in the TIS (Appendix L of this EIR).

Based on analysis provided above, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and its impact to transportation plans and programs would be less than significant.

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.

2. Design Hazards

Threshold: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

specific criteria for assessing queuing impacts, however, it is recommended that “KEEP CLEAR” pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

Additionally, it should be noted that under Existing and Existing plus Project conditions analyzed, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available. The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline. See Appendix L for details on queuing analysis at the N. Woodside Avenue/ Woodside Avenue - SR-67 SB Off-Ramp intersection.

The Project will pay its traffic impact fees and construct a missing segment of sidewalk along N. Woodside Avenue near the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection and near the Project driveway, for a total of 990 linear feet or approximately 0.2 miles. In addition, the Project applicant will fund its fair share in the amount of \$476,000 payable to the City to rehabilitate the pavement 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, on the east, the easternmost edge of the Project driveway's intersection with N. Woodside Avenue~~The Project would also be responsible for pavement rehabilitation and restriping of N. Woodside Avenue to the satisfaction of the City Engineer from Caltrans right-of-way at the intersection of the SR-67 to the easternmost edge of the Project driveway's intersection with~~

~~N. Woodside Avenue.~~ In addition, the Project would install 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.

Therefore, with proposed improvements at the Project access and implementation of **PDF-TRA-1 Multi-modal Intersection Improvements** at and west of the N. Woodside Avenue/ Woodside Avenue - SR-67 SB Off-Ramp intersection, the Project would not increase hazards because of a roadway design feature or incompatible uses and impact would be less than significant.

3. Emergency Access

Threshold: Would the Project result in inadequate emergency access?

Finding: Less than significant. (Draft EIR, p. 12-33)

Explanation:

As mentioned above, on-site circulation and access to the Project will be provided by a circuitous roadway that would also serve as fire lane. All street improvements will be designed with adequate width, turning radius, and grade to facilitate access by City's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the City's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the Project's impact due to

inadequate emergency access would be less than significant.

R. UTILITIES AND SERVICE SYSTEMS

RESOLUTION NO.

6. Reverse access agreement is required for the City to be able to access the river. (Planning)
7. The project shall be in compliance with the adopted California Building Standards Code at the time of building permit application and shall be subject to expirations for plan review per SMC Section 11.04.030 (Building)
8. All building permits are subject to expiration pursuant to CBC Section 105. (Building)
9. This project is subject to the requirements for persons with disabilities outlined in CBC Title 24, Part 2, Section 11B (Accessibility Standards). (Building)
10. Following project approval and prior to any plan submittals, the applicant may schedule with the City Project Planner a post approval meeting to discuss the project conditions of approval, timing of design and construction and implementation of the project conditions. The applicant should include their project design team including project architect, their design engineer and their landscape architect. (Planning)
11. Minor or Major Revisions to the Development Review Permit, such as changes to the building elevations, site design, or landscaping design, shall be approved by the Planning & Building Director unless in the Director's judgment a Major Revision should be reviewed by the City Council. (Planning)
12. The Project shall comply with Fire Protection Technical Report prepared by YCI Building Compliance Solutions. The additional fire protection measures recommended in this report are required unless otherwise approved by the Fire Marshal. The Fire Protection Technical Report shall be submitted with the grading and building permit applications when submitted to the City of Santee for approval. The mitigating measures in the Hazard Analysis and Mitigation shall also be implemented at all applicable times throughout construction of the Project. (Fire)
13. Per the Fire Protection Technical Report, fire apparatus access from Woodside Avenue is proposed to be via an approximately 60'-0" wide, two-way, privately maintained driveway that will enhance the reliability of fire access to the building. The drive width is made as wide as possible and terminates in a cul-de-sac. The driveway access points to the site from the cul-de-sac are 30'-40' wide, which are both wider than the 26' aerial access road minimum requirement. The driveway terminates in a cul-de-sac with a radius of 50' allowing ample maneuvering and turn-around for fire apparatus and emergency responder vehicles. The fire access roadway that extends onsite would be provided on all sides of the building, giving fire personnel full access to the structure. In addition,

RESOLUTION NO.

14. The project shall install a new major roadway streetlight per City of Santee Standards PW-20 on the east side of the driveway on N. Woodside Avenue. (Traffic)
15. The driveway shall be built per City of Santee Standards PW-38. (Traffic)
16. Implement the mitigation MM-TRA-1 Trip Reduction Program identified on page 76 and 83 in the October 2024 Transportation Impact Study in accordance with PDF-TRA-1 of the EIR Executive Summary dated ~~August~~February 2025. (Traffic)
17. Construct the mitigation MM-TRA-2 Construction of Sidewalk identified on page 77 and 83 in the October 2024 Transportation Impact Study to install sidewalk along the north side of N. Woodside Avenue from the intersection of SR-67/Woodside Ave to the existing sidewalk to the east in accordance to PDF-TRA-1 of the EIR Executive Summary dated ~~August~~February 2025. (Traffic)
18. Install a "KEEP CLEAR" pavement marking legend on Woodside Ave at the entrance to Mission Del Magnolia as identified on page 77 of the October 2024 Traffic Impact Study in accordance with PDF-TRA-1 of the EIR Executive Summary dated ~~August~~February 2025. (Traffic)

GRADING PERMIT: Prior to approval of any grading plans and issuance of any grading permits, the applicant shall complete the following to the satisfaction of the applicable Department.

19. A landscape plan shall be submitted that meets the requirements of the City's Water Efficient Landscape Ordinance. The landscape plan shall be prepared by a licensed landscape architect, and the landscaping shall be to the satisfaction of the Planning & Building Director. (Planning)
20. Landscaping shall not use plants listed on California Invasive Plant list. Locally native plants shall be used near open space and native areas to the greatest extent feasible. (Planning)
21. The on-site, looped, private fire service main shall be provided with two points of connection to the public water source. (Fire)
22. Precise Grading Plans shall be submitted to the Engineering Department for review and acceptance. (Engineering)
 - a. Horizontal and vertical control for all plans shall be obtained from ROS 11252 and shall be prepared at an engineering scale of 1"=20' unless otherwise approved by the City project engineer.

RESOLUTION NO.

- b. Widen North Woodside Avenue to parkway standards that include 26 feet of paved roadway and 36 feet of right-of-way north of the centerline. Show the overall full right-of-way width of 66 feet, and show curb, gutter, sidewalks, street lighting, fire hydrants and pedestrian ramps at curbs.
- c. Prior to obtaining a Building Permit to construct buildings and structures under Development Review Permit DR-2023-0002, the applicant shall comply with the following conditions:
 - 1) The applicant shall fund its fair share of the cost of reconstructing a portion of Woodside Avenue North. Based on the additional traffic impacts to this roadway, an estimated additional amount of \$476,000 is required to offset future truck traffic volumes directly related to the Palisades Santee Commerce Center project. Payment in the amount of \$476,000 shall be made to the City of Santee.
 - 2) The applicant shall provide a sidewalk connection to Mission Gorge Road at the west terminus of Woodside Avenue. The applicant shall provide a cash security of \$50,000 as the applicant obtains the necessary permits to install said improvements. Should the improvements not be installed at the time the applicant obtains first occupancy, funds could be forfeited to the City of Santee general fund for use at the City's discretion.
- d. Street Improvement Plans shall be amended to reflect the finalized required improvements per sections PDF-TRA-1 and MM-TRA-2 as identified in the Executive Summary section of the project EIR dated ~~August~~February 2025.
- e. Street Improvement plans shall be one hundred percent (100%) complete at the time of plan check submittal, be prepared in accordance with City guidelines and the requirements set forth herein and be ready for acceptance by the City. Partial or incomplete submittals will not be accepted for plan check. The applicant shall make an electronic submittal via the City of Santee Permitting and Licensing Portal. The items to be submitted include but are not limited to the following:
 - 1) 100% complete improvement plans.
 - 2) Estimate for the cost of construction.
 - 3) Resolution of Approval approving the project.

In addition to the above electronic submittal requirements, one hard copy of the full-sized improvement plans shall be provided to the project engineer. Plan check and inspection fees shall be paid in accordance with the City Fee Schedule. The amount due will be determined by staff after the initial intake. To begin the review process, fees must be paid in full.