

# **Slope Street Subdivision Project**

## **Santee, California**

**Tentative Map 2020-1/DR2020-2/AEIS2020-1**

**Class 32 CEQA Exemption Analysis**



## **I. PROJECT CHARACTERISTICS**

- 1. Project Title:**  
Slope Street Subdivision  
Tentative Map (TM2022-01)  
Development Review Permit  
(DR2020-2)
- 2. Lead Agency Name and Address:**  
City of Santee  
Planning & Building Department  
10601 Magnolia Avenue  
Santee, CA 92071
- 3. Contact Person and Phone Number:**  
Christina Rios, Senior Planner  
10601 Magnolia Avenue  
Santee, CA 92071  
(619) 258-4100  
crios@cityofsanteeca.gov
- 4. Project Location:**  
9463 Slope Street  
Santee, CA 92071  
Assessor's Parcel Number 384-232-03-00
- 5. Project Sponsor's Name and Address:**  
Jon Cloud  
New West Investment Group, Inc.  
565 North Magnolia Avenue  
El Cajon, CA 92020
- 6. Property Owner:**  
New West Investment Group, Inc.  
565 North Magnolia Avenue  
El Cajon, CA 92020
- 7. Existing General Plan Designation:**  
Low-Medium Density Residential, R-2
- 8. Existing Zoning:**  
Low-Medium Density Residential, R-2

## II. EXECUTIVE SUMMARY

The Project Applicant, New West Development, has submitted documents for the proposed Slope Street Subdivision Project (Project) at 9463 Slope Street for Tentative Map (2020-1). The Project site is a 2.46-acre previously occupied lot with a gross site area of 107,158 square feet. The Project site’s designated land use is R-2 Low-Medium Density Residential (2-5 dwelling units/gross acre). The Project involves the construction of twelve single family detached residences, with lot square-footages ranging from 6,009 to 8,437 square feet, and residences with 1,557, 2,322, and 2,338 square foot floor areas. There are 12 lots in total proposed within the scope of the Project. Access to the project site would be provided via Slope Street, and an internal access road and cul-de-sac would provide vehicular access to the residential structures. The internal cul-de-sac, would consist of a 28-foot-wide roadway and sidewalk, along with a curb and gutter. The internal cul-de-sac would have a radius of 38 feet. Table 1 summarizes the characteristics of the project.

The California Environmental Quality Act (CEQA) analysis provided herein evaluates the consistency of the Project with the exemption requirements for a Class 32 Categorical Exemption for infill development projects as set forth in *State CEQA Guidelines* Section 15332. Based on the information and conclusions set forth on the following pages, this CEQA analysis demonstrates the Project’s consistency with the requirements for a Class 32 Categorical Exemption. No additional environmental documentation or analysis is required.

**Table 1: Project Development Summary**

Description	Amount
Total Lot Area	107,158 sq-ft (2.46 acre)
Total Building Footprint Area	24,240 sq-ft (22.6% average lot coverage)
Total Floor Area	6,009-8,437 sq-ft lot sizes With 1,557, 2,322, and 2,338 sq-ft floor areas
Building Height	23 feet
Number of Units	Twelve (12) single family detached homes
Landscaped Area	12,309 sq-ft (11.5%)

Sq-ft = square feet

## III. PROJECT DESCRIPTION

### Project Location

The project site, addressed as 9463 Slope Street, is approximately 2.46 acres, located in the City of Santee, California, south of State Route 52 (SR-52), east of State Route 125, (SR-125) and south of Slope Street (Assessor’s Parcel Number 384-232-03-00). Figure 1 shows the project’s regional location and Figure 2 shows the project’s specific location on USGS map. The project site is currently accessed via Slope Street to the north. The western and northern

boundary of the project is adjacent to single-family residential properties, while the eastern boundary is adjacent to commercial development. The southern boundary abuts the City of El Cajon public right-of-way with single-family homes beyond. The site is south of Slope Street, approximately 0.6 mile south of State Route 52 and 1.1 mile south of the San Diego River. The Project includes offsite improvements to connect onsite drainage to an offsite drainage culvert on the southern side of the site located in the City of El Cajon (Figure 4). Elevation in the Project site ranges from approximately 440 feet above mean sea level (AMSL) at the southern end to approximately 405 feet AMSL at the northeastern end.

### **General Plan and Zoning**

The Project site's designated land use is Low-Medium Density Residential and is zoned as Low-Medium Density Residential R-2 (2-5 dwelling units per gross acre). According to the Housing Element, the Low-Medium High Density Residential (R-2) designation is intended for single-family homes in standard subdivision form. Areas developed under this designation should exhibit adequate access to streets of at least collector capacity and be conveniently serviced by neighborhood commercial and recreational facilities.

### **Proposed Project**

The Slope Street Subdivision Project (project) proposes a 12-lot subdivision, consisting of the demolition existing structures, 12 single family residences with attached garages, along with a new cul-de-sac connecting to Slope Street. The lots will range in size from 6,009 square feet to 8,437 square feet, and residences will range from 1,557 to 2,338 square feet. The project will obtain grading and building permits from the City of Santee. The project site, addressed as 9463 Slope Street, is approximately 2.46 acres, located in the City of Santee, California, south of State Route 52 (SR-52), east of State Route 125, (SR-125) and south of Slope Street (Assessor's Parcel Number 384-232-03-00).

The project includes drainage improvements onsite and within a 0.003-acre area of offsite Non-native Vegetation to the south. An existing 48" storm drain pipe discharges from the base of a fill slope into a man-made earthen drainage swale. This drainage swale crosses the property from approximately the center of the south boundary to approximately the center of the east boundary, where it enters a 36" reinforced concrete pipe ("RCP") on an offsite property (APN 384-232-04). The drainage that exits the storm drain pipe at the southern portion of the property will be collected at a proposed headwall into a 48" RCP. Onsite drainage will connect to the offsite improvements that will take place in the City of El Cajon Right-of-Way for Weld Blvd and a City of El Cajon encroachment permit will be required for all work in the Right-of-Way. The onsite drainage will be collected in a curb inlet at the Northeast corner of Slope Street and the proposed internal street and added to the proposed 48" RCP, which will continue behind the sidewalk to the east along Slope Street and connect with an existing curb grate inlet on the northeast side of the intersection of Slope Street and Rhone Road. All of the proposed lots will be graded towards the proposed internal street, and the runoff will be directed to tree wells on each lot. Each lot will have a minimum of one tree well, and the proposed internal street will drain to tree wells within the right-of-way with via sidewalk underdrains. The tree wells are connected to the proposed 48" storm drain system with 4" perforated underdrain pipes, and have been designed to allow a 100-year storm to drain to the street via the sidewalk underdrains.

Access to the project site would be provided via Slope Street, and an internal access road and cul-de-sac would provide vehicular access to the residential structures. The internal cul-de-sac, would consist of a 28-foot-wide roadway and sidewalk, along with a curb and gutter. The internal

cul-de-sac would have a radius of 38 feet.

The project site would be landscaped, as shown on Figure 6. The typical landscaping would include trees, shrubs, and groundcover consisting of various brush and flower types. All landscaped areas would be mulched to a minimum depth of 3 inches with bark mulch, except for groundcover areas, which would be top dressed with mulch. The planting areas would be irrigated with an automatic irrigation system containing a rain-sensing shutoff device, along with a drip and spray irrigation systems. All landscaping within the project site would comply with the requirements of the City's Water Efficient Landscape Ordinance and the landscape and irrigation requirements in Chapter 13.36 of the Santee Municipal Code

The Padre Dam Municipal Water District (PDMWD) would provide water and sewer service to the project site via the existing public water and sewer main along Slope Street. On-site water and sewer connections would be constructed within the internal access road, connecting with the existing sewer main and water main along Slope Street. These utilities would be public and constructed in accordance with PDMWD standards.

### **Project Construction**

Construction of the project would be completed in approximately twelve months and is anticipated to begin in the third quarter of 2024. Construction activities would consist of site preparation, grading, building construction, paving, and finish coatings. The proposed Project would require 3100 cubic yards of excavation, 3100 cubic yards of embankment, and would require no export of material.

Construction of the Project would include the use of dozers, dump trucks, excavators, loaders, pavers, and rollers. Sensitive receptors such as the adjacent residences are located immediately west and north of the Project site, and construction equipment will incorporate noise reduction measures as part of the project design.

### **Project Conditions**

The following Project Conditions would be required of the proposed Project. These measures would be incorporated as Conditions of Approval for the entitlement of the Tentative Map and Development Review Permit, and are typical for projects within the City of Santee. Such measures taken to comply with building codes or to address common and typical concerns for new projects do not preclude CEQA exemptions (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 241 Cal.App.4th 943, 960-961). The following measures are standard conditions for similar development projects entitled in the past by the City of Santee:

#### **Project Condition No. 1 – Air Quality:**

The project shall incorporate the following standard air quality measures:

1. The construction contractor shall use a minimum of Tier 2 construction equipment with a Level 3 diesel particulate filter or equivalent for equipment over 50 horsepower.
2. During all grading and site preparation activities, the on-site construction superintendent shall ensure implementation of standard best management practices to reduce the emissions of fugitive dust, including, but not limited to, the following actions:

- a) Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water shall be applied at a frequency to be determined by the on-site construction superintendent.
  - b) Operate all vehicles on the construction site at speeds of less than 15 miles per hour.
  - c) Cover all stockpiles that will not be utilized within 3 days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a nontoxic chemical stabilizer.
  - d) Fugitive dust should be suppressed to the greatest extent possible with the use of water trucks during site grading.
3. 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 follows:
- a) Recycle/reuse at least 65 percent of construction materials (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard).
  - b) Use “green building materials” (e.g., those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way) for at least 10 percent of the project, as specified on the CalRecycle website.
4. The project shall exceed current Title 24 of the California Code of Regulations, established by the CEC, regarding energy conservation and green building standards by 10 percent. The project applicant shall incorporate the following in the building plans:
- a) The project shall include the installation of infrastructure necessary for electric vehicle parking at each residence.
  - b) The project shall utilize high-efficiency equipment and fixtures consistent with the 2022 Green Building Code and meeting the Title 24 energy conservation standards.
  - c) 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.
  - d) The project shall install a rainwater capture device used for outdoor landscaping purposes.
  - e) The project shall plant trees and plants to help increase the rate of carbon sequestration on-site.
  - f) The project shall reduce solid waste disposal through recycling, composting and source reduction of solid waste.
  - g) The project shall use energy-efficient clothes washers, dishwashers, fans, and refrigerators.

- h) The project shall install high-efficiency lighting, as well as low-flow faucets, toilets, and showers.
- i) The project shall use low VOC paints (consistent with SDAPCD Rule 67.0.1).
- j) The project shall not include wood burning stoves or fireplaces.

**Standard Project Condition No. 2 – Biological Resources:**

The following standard biological resource measures shall be implemented with the proposed project:

1. If vegetation disturbance is scheduled to occur during the bird breeding season (between February 1 and August 31), a biologist shall perform a nesting bird survey within the proposed construction area and appropriately sized buffer no more than 72 hours prior to vegetation disturbance. If the planned vegetation disturbance does not occur within 72 hours of the nesting bird survey, then the area will be resurveyed. If nesting birds are found, then the qualified biologist will establish an adequate buffer zone (on a species-by-species, case-by-case basis) in which construction activities would be prohibited until the nest is no longer active. The size of the buffer zone is determined by the biologist based on the amount, intensity, and duration of construction and can be altered based on site conditions. If appropriate, as determined by the biologist, additional monitoring of the nesting birds may be conducted during construction to ensure that nesting activities are not disrupted.
2. Any planting stock to be brought onto the project site for landscaping shall be first inspected to ensure that is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Linepithema humile*), non-native fire ants (e.g. *Solenopsis invicta*), and other insect pests.

**Standard Project Condition No. 3 – Geology/Soils:**

1. The Construction Contractor shall ensure that construction of the project complies with the recommendations identified in the project specific geotechnical investigation. Recommendations related to general construction, seismic considerations, earthwork, foundations, building floor slabs, lateral earth pressures, corrosivity, drainage, storm infiltrations, exterior concrete and masonry flatwork and paved areas shall be adhered to during all project design and construction.

**Standard Project Condition No. 4 – Noise:**

**Construction Best Business Practices:**

1. Prior to issuance of grading permits, the Planning & Building Director, or designee, shall verify that all construction plans include notes stipulating the following:
  - a) Operations shall conform to the City's noise ordinance standards through the use of smaller equipment or operation time restrictions.
  - b) All equipment shall be equipped with properly maintained mufflers.

- c) Staging areas should be placed as far as possible from sensitive receptors (ideally, staging areas would be located near the southeast corner of the site).
  - d) Place stationary equipment in locations that will have a lesser noise impact on nearby sensitive receptors.
  - e) Turn off equipment when not in use. Limit the use of enunciators or public address systems, except for emergency notifications
  - f) Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured to prevent rattling and banging.
  - g) Schedule work to avoid simultaneous construction activities that both generate high noise levels.
  - h) Minimize the use of backup alarms.
2. All residential units located within 300 feet of the construction site shall be sent a notice regarding the construction schedule. In addition, if work involving  $\geq 85$  dBAL<sub>MAX</sub> noise rating equipment is anticipated to occur with more than 10 consecutive workdays, a notice will be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of said work. A sign legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and durations of construction activities, as well as provide a telephone number for the “noise disturbance coordinator.”
  3. A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to reduce noise levels.
  4. The following shall be incorporated into the project construction plan: “Control of Construction Hours. Construction activities occurring as part of the project shall be subject to the limitations and requirements of Section 5.04.090 of the City Municipal Code which states that construction activities may occur between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. No construction activity will be permitted outside of these hours except in emergencies.”

**Standard Project Condition No. 5 - Runoff/Stormwater:**

Construction Best Business Practice:

1. All vehicles, equipment, tools, and supplies shall stay within the limits of the project area.



2. BMP features (e.g., silt fencing, straw wattles, and gravel bags) shall be installed where necessary to prevent off-site sedimentation.

**Standard Project Condition No. 6 – Tribal/Archaeological Monitor:**

The following standard tribal/archaeological measures shall be implemented with the project:

1. Prior to the start of ground-disturbing activities, the applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2012). The applicant shall also retain a Native American monitor of Kumeyaay descent.
2. Prior to start of ground-disturbing activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel attend the training and sign an attendance acknowledgement form. The applicant shall retain documentation demonstrating attendance.
3. The qualified archaeologist, or an archaeological monitor (working under the direct supervision of the qualified archaeologist), shall observe all initial ground-disturbing activities, including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation. The qualified archaeologist, in coordination with the applicant and the City, may reduce or discontinue monitoring if it is determined by the qualified archaeologist that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below). The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to the City and any Native American groups who request a copy. A copy of the final report shall be filed at the South Coastal Information Center (SCIC).
4. The Native American monitor shall be present for any pre-construction meeting and for all ground-disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the City Planner, or designee, with concurrence from the Native American monitor, are satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area identified by the Native American monitor, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. No identification of the resource shall be made; however, the applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission (NAHC) for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee, but in accordance with the foregoing.

5. In the event of the unanticipated discovery of archaeological materials, all work shall immediately cease in the area (within 100 feet) of the discovery until it can be evaluated by the qualified archaeologist in consultation with the Native American monitor. Construction shall not resume until the qualified archaeologist has conferred with the applicant and the City on the significance of the resource.
6. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the applicant and the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The qualified archaeologist and the City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those which are scientifically important, are considered.
7. If human remains are encountered, all work shall halt in the vicinity (within 100 feet) of the discovery and the San Diego County Coroner will be contacted in accordance with Public Resources Code (PRC) Section 5097.98 and Health and Safety Code Section 7050.5. The applicant and the City will also be notified. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will designate a Most Likely Descendant (MLD) for the remains per PRC Section 5097.98. The MLD shall complete the inspection of the site within 48 hours of being granted access and shall provide recommendations for the treatment of the remains. Until the landowner has conferred with the MLD, the applicant will ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices.

#### IV. CLASS 32 CATEGORICAL EXEMPTION ANALYSIS

The following analysis provides substantial evidence to support a conclusion that the Project qualifies for an exemption under *State CEQA Guidelines* Section 15332 as a Class 32 urban infill development and would not have a significant effect on the environment.

**Class 32 Categorical Exemption:** Class 32 consists of projects characterized as in-fill development meeting the conditions described below:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

#### Criterion Section 15332(a): General Plan and Zoning Consistency

Yes

No

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

#### General Plan

The Project site's designated General Plan land use is Low-Medium Density Residential. According to the Housing Element, the Low-Medium Density Residential (R-2) designation is intended for single family home residential development types with a usable pad area at a minimum of 6,009 square feet. The proposed Project is consistent with the Low-Medium Density Residential General Plan land use designation.

#### Zoning

The Project site is zoned as R-2 Low-Medium Density Residential (2–5) dwelling units per gross acre). The Low-Medium Density Residential (R-2) zone designation is intended for single family home residential development types with a usable pad area at a minimum of 6,009 square feet. The proposed Project complies with the applicable zoning regulations. At an approximate density of 4.5 dwelling units per acre, and close to major community facilities, the proposed Project is consistent with the intent of the R-2 Zone.

The proposed residential Project is consistent with the zoning regulations of the R-2 Zone. The maximum building height in the R-2 zone is 35 feet with a maximum of two stories. The proposed residences have an average height of 24 feet with two stories. The Project meets all

other zoning standards, including setbacks and parking. The setback requirements are 20 feet for the front setback, 10 feet for the side exterior setback, 5 feet for the side interior setback, and 2 feet for the rear setback. The Project includes 20 feet for the front setback, 10 feet for the side exterior setback, 5 feet for the side interior setback, and 15 feet for the rear setback. A total of 12 dwelling units with 2 spaces in each garage will be provided. Landscaping will be provided within these setback areas as required by the City's Zoning Ordinance.

**Criterion Section 15332(b): Project Location, Size, and Context**

<b>Yes</b>	<b>No</b>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses

The Project site is located within the incorporated limits of the City of Santee on an approximately 2.46-acre site and is surrounded by single-family residences and commercial lots developed with urban land uses and paved public streets. Therefore, the Project is consistent with *State CEQA Guidelines* Section 15332(b).

**Criterion Section 15332(c): Endangered, Rare, or Threatened Species**

<b>Yes</b>	<b>No</b>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project site has no value as habitat for endangered, rare or threatened species.

The Project site consists of developed and disturbed lands. The project proposes a Tentative Tract Map for the development of twelve two-story single family detached residences, on a 2.46-acre lot. The project site is located in the City of Santee, California, south of State Route 52 (SR-52), east of State Route 125, (SR-125) and south of Slope Street, and is surrounded by single family residences and commercial uses (Figure 3). The project site was previously disturbed and developed with a residence. In June 2022, a biological study of the site was prepared by REC Consultants Inc (Appendix A).

The June 2022 biological study by REC Consultants Inc determined that the project site contains three habitat communities, including 0.87 acre of Developed Land, 1.59 acres of Disturbed Land, and 0.0003 acre of Non-native vegetation (Non-native vegetation is within an offsite improvement area to the south within the city of El Cajon). None of these habitat communities are considered a sensitive vegetation community. No sensitive plant or animal species were observed onsite. All impacts to 0.87 acre of Developed Land, 1.59 acres of Disturbed Land, and 0.0003 acre of Non-native vegetation are not considered significant. No listed species, candidate species, or other sensitive species were found. The potential for use of the site by such species was determined to be low.

The Project site would not serve as a large mammal use, wildlife corridor, or nursery site area because of its isolation within a developed area and the short length and low quality of the eroded drainage channel. In the City of Santee Draft Subarea Plan, no habitat linkages or wildlife corridors are shown over or near the site. Further, the site is not located within the Santee Preserve and Open Space System as identified in the Draft Santee Subarea Plan. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Due to the isolated nature of the Project site and the surrounding development in all directions, the Project site has no value as a wildlife corridor.

Therefore, the Project is consistent with Section 15332(c) of the *State CEQA Guidelines*, as the Project site has no value as habitat for endangered, rare, or threatened species.

**Criterion Section 15332(d): Traffic, Noise, Air Quality, or Water Quality**

- Yes**      **No**
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The analysis below describes the Project effects for the resource topics in this criterion, organized as follows: traffic, noise, air quality, and water quality. As demonstrated in the following discussions, the Project would not result in significant effects related to traffic, noise, air quality, or water quality and is consistent with Section 15332(d) of the *State CEQA Guidelines*.

**Traffic**

Access to the project would be provided via Slope Street, a public roadway to the immediate north of the Project site. The City of Santee traffic engineer waived the requirement for Transportation/Traffic Studies due to the small size of the project. However, a CEQA Transportation Analysis for the Slope Street Subdivision was prepared by Bill E. Darnell with Bill Darnell Consulting. The project’s trip generation rates have (below) been estimated using the Santee Trip Generation rates. The City of Santee CEQA Transportation Analysis Screening identifies the project as a small project that generates less than 500 daily vehicle trips per day and is thus screened out from any additional CEQA Transportation Analysis. Table 2 below shows the project will generate 110 daily, 9 AM peak hour trips and 11 PM peak hour trips.

**Table 2: Trip Generation**

Trip Generation Rates							
Land Use	Daily	AM Peak			PM Peak		
		Total			Total		
Residential	10 Trips/DU	8% Daily			10% Daily		
Project Trip Generation							
Density	Daily	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
11 Units- Tract Map 2020-01	110	6	3	9	8	3	11
DU= Dwelling Units· ADT- Daily Traffic							

Source: CEQA Transportation Analysis for Slope Street Subdivision, City of Santee Tentative Tract No. 2020-01 located between Slope Street and Weld Street in the City of Santee, January 24, 2024; Appendix P

The City of Santee VMT Guidelines identify seven areas that have been reviewed and analyzed to confirm that additional Transportation Analysis is not required. The table below summarizes the seven project screening criteria which confirms that the project is small and screened out of any additional traffic analysis.

<b>Table 3            CEQA Transportation Analysis Summary            of Project Type Screening Criteria and Analysis</b>		
<b>Screening Criteria</b>	<b>Project Analysis</b>	<b>Screening in/out</b>
1. Project is located in a transit accessible area.	The project is not located in a transit accessible area.	Therefore the project is not screened out.
2. Small Project	The project is estimated to generate 110 daily trips, which is less than 500 daily trips which confirms the project is screened out of any additional Transportation Analysis.	<b>Therefore the project is screened out.</b>
3. Project is in VMT Efficient Area	Review of SANDAG Screening Maps identify the project is not in a VMT Efficient Area.	Therefore the project is not screened out.
4. Locally Serving Retail Project	The project is a residential project.	Therefore the project is not screened out.
5. Locally Serving Public Facility or Community Purpose Facility.	The project is a residential project.	Therefore the project is not screened out.
6. Redevelopment Project	The project is a residential project.	Therefore the project is not screened out.
7. Infill Affordable Housing Project.	The project is a residential project, however it is not an affordable housing project.	Therefore the project is not screened out.

Source: CEQA Transportation Analysis for Slope Street Subdivision, City of Santee Tentative Tract No. 2020-01 located between Slope Street and Weld Street in the City of Santee, January 24, 2024; Appendix P

The implementation of the project would not alter or affect existing street and intersection networks or involve an incompatible use. Access to the project site would be provided via Slope Street, and an internal access road and cul-de-sac would provide vehicular access to the residential structures. The internal cul-de-sac would consist of a 28-foot-wide roadway and sidewalk, along with a curb and gutter. Therefore, the project would not increase hazards associated with any new design feature or create an incompatible use, and impacts would be less than significant. The project also would not impact surrounding roadways which would result in impediments to emergency access.

**Noise**

Operational noise impacts are not expected to generate a substantial permanent increase in ambient noise levels in the vicinity of the project site, as permanent project-related noise impacts would be limited to the operation of small HVAC units servicing each residence on the site. Considering a typical 3-ton HVAC unit with a sound power level of 74 dBA, the worst-case noise exposure would potentially result at the west property line, where a unit placed at the rear of a residence would be approximately 22 feet away from the property line. The noise impact in this location would be approximately 47 dBA with a single unit operating continuously. When combined with the minimum nighttime ambient noise level of 51 dBA measured on site, using the principles of decibel addition, the cumulative ambient noise level would increase by approximately 1 dB. As this increase in noise levels falls below the 3 dB threshold of significance, the impact of permanent project-related noise sources would be less than significant.

Temporary noise impacts would consist of construction activity on the site. According to the City of Santee Municipal Code, Section 5.04.090, construction activity is prohibited between the hours of 7 p.m. and 7 a.m. and on Sundays or legal holidays. During permissible hours of operation, there is no average noise level limit at off-site property lines. A generally accepted construction noise limit, and that employed by the County of San Diego and the City of San Diego, is an average noise level of 75 dBA at any occupied residential property line.

Construction noise data has been input into a CadnaA noise model to assess noise impacts at off-site residential receivers. Please refer to the table below for anticipated on-site construction equipment during each stage of activity, anticipated construction equipment noise levels, and anticipated duty cycles for each piece of construction equipment. Construction noise levels were calculated at property lines of surrounding sensitive receptors to the north and west. Any other potentially noise-sensitive receivers are located at a greater distance from construction activity and would be exposed to lesser noise impacts due to distance attenuation and shielding provided by intervening structures.

In order to evaluate construction noise impacts as grading and utility work is performed on different areas of the site, the site was divided into four quadrants consisting of three lots each on the two west quadrants and the northeast quadrant, and two lots in the southeast quadrant. For grading and utilities, construction noise sources were evaluated in the northwest quadrant to evaluate worst-case noise impacts to the surrounding sensitive receptors to the north and west as equipment moves around this area. Activity in any other quadrant would have similar or lesser noise impacts at surrounding receivers such that results of this analysis would be considered representative of construction noise exposure.

Paving noise impacts were evaluated considering equipment moving around the proposed street area in the center of the site, while building construction noise sources were evaluated assuming construction equipment located at the center of Lot 11, which would also show worst-case noise impacts at properties to the north and west. In all stages, noise calculations consider typical duty cycles of equipment to account for periods of activity and inactivity on the site.

Noise levels for each stage of construction are shown in Table 4 below:

**Table 4: Average Construction Noise Levels**

Activity Stage	Equipment	Receiver	Noise Limit (dBA L <sub>EQ</sub> )	Average Construction Noise Level (dBA L <sub>EQ</sub> )
Grading/ Utilities	Dozer, Dump Truck, Excavator, Loader	R1 (North)	75	67
		R2 (West)	75	75
Paving	Paver, Roller	R1 (North)	75	58
		R2 (West)	75	61
Building Construction	Forklift x 2, Skip Loader	R1 (North)	75	66
		R2 (West)	75	75

Source: Acoustical Analysis Report for Slope Street Subdivision prepared by Eilar Associates, Inc. (February 1, 2023; Appendix H

As shown above, construction noise levels are expected to meet the generally accepted construction noise limit of 75 dBA at all sensitive receptors with equipment in worst-case locations. These calculations are considered to be a conservative estimate of noise impacts, as they consider simultaneous equipment operation in locations nearest to sensitive property lines. Noise impacts over the course of the construction of the site are not expected to exceed these average levels that are generally considered acceptable for temporary noise impacts, and therefore, the temporary increase in ambient noise levels at off-site receivers is not considered substantial. This noise impact is considered to be less than significant. The project may also experience some noise impacts from the adjacent commercial properties to the east; however, aircraft noise would still be expected to be the dominant source of average daily noise at the project site. As aircraft noise would be the dominant source of daily noise exposure, any noise control features required to mitigate aircraft noise on the interior of the homes in compliance with the California Building Code standards will be sufficient for the reduction of daily noise exposure from all other ambient sources. Control of noise impacts generated at the industrial properties to the east would be the responsibility of the users of the industrial properties themselves, which are located within the jurisdiction of the City of El Cajon and therefore must adhere to noise regulations and limits defined within the City of El Cajon Municipal Code.

Construction related noises would be required to meet City noise standards as set forth in Chapter 5.04 of the Santee Municipal Code with standard conditions of approval (Standard Project Condition No. 4, detailed above). Therefore, the construction noise would be less than significant. Approval of the project would not result in any significant effects relating to noise.

The proposed grading phase of construction is expected to generate the highest vibration levels of the three stages, as it includes the use of a large bulldozer. According to the Federal Transit Administration Transit Noise and Vibration Assessment Manual, a large bulldozer generates a peak particle velocity (PPV) of approximately 0.089 inches/second at a distance of 25 feet from equipment. The evaluation of an impact's significance can be determined by reviewing both the likelihood of annoyance to individuals as well as the potential for damage to existing structures. According to the Caltrans Transportation and Construction Vibration Guidance Manual, the



appropriate threshold for damage to modern residential structures is a PPV of 0.5 inches/second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 being considered “barely perceptible,” 0.04 inches/second as “distinctly perceptible,” 0.1 inches/second as “strongly perceptible,” and 0.4 inches/second as “severe.”

It is estimated that the nearest location a bulldozer would operate to occupied residences would be approximately 20 feet from the nearest residential structure to the west. At this distance, the PPV would be approximately 0.124 inches/second. This level of vibration falls below the building damage PPV criteria of 0.5 inches/second. The impact falls between the “strongly perceptible” and “severe” PPV criteria for annoyance; however, vibration would be reduced to “distinctly perceptible” levels by the time the bulldozer is located at a distance of 45 feet from receivers, and “barely perceptible” at 100 feet from receivers. As construction vibration is not anticipated to cause damage to off-site buildings and is only strongly perceptible for a short period of time when work is performed on the western portion of the project site, temporary construction vibration impacts would not be excessive. As discussed above, the project will also comply with Standard Project Condition No. 4 and there would not be significant vibration effects.

The proposed project is located within the Gillespie Field noise contours and is expected to be exposed to approximately 64 CNEL. According to the Gillespie Field ALUCP, single-family residential uses are considered to be conditionally compatible in areas with noise levels up to 65 CNEL, in that the building structure must be capable of attenuating noise levels at the interior of the residence to 45 CNEL or less. The project will implement conditions of approval from the ALUCP (Appendix M), as well as comply with Standard Project Condition No. 4. Accordingly the project would not expose people to excessive noise levels and would not result in noise impacts.

## **Air Quality**

The following analysis is based on the project-specific CalEEMod Air Quality Screening Assessment (Appendix N). The Project site is in the San Diego Air Basin (Basin). Air quality in the Basin is under the guidelines of the San Diego Air Pollution Control District (SDAPCD).

Construction of the project would be completed in approximately twelve months and is anticipated to begin in the third quarter of 2024. Construction activities would consist of site preparation, grading, building construction, paving, and finish coatings. The proposed Project would require 3100 cubic yards of excavation, 3100 cubic yards of embankment, and would require no export of material.

Both State and federal governments have established health-based ambient air quality standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead (Pb), and suspended particulate matter (PM). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air quality district are used to manage total regional emissions within an air basin based on

the air basin's attainment status for criteria pollutants.

**Consistency with Applicable Air Quality Plan.** The SDAPCD is responsible for developing and implementing the clean air plans for attainment and maintenance of the AAQS in the SDAPCD, specifically, the State Implementation Plan (SIP) and the Regional Air Quality Strategy (RAQS). The SIP and RAQS rely on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. Projects that propose development that is consistent with the growth anticipated by the General Plans would be consistent with the RAQS.

Implementation of the proposed Project would result in an increase in twelve (12) residential units and is designated as Low-Medium Density Residential in the City's General Plan, and R-2 zoning (2-5 dwelling units/gross acre). R-2 zoning allows the construction of twelve single family detached residences, with lot square-footages ranging in size from 6,009 square feet to 8,437 square feet, and residences with 1,557, 2,322, and 2,338 sq-ft floor areas. The proposed Project is consistent with the General Plan and zoning designations. Because the proposed Project activities and associated vehicle trips are anticipated in local air quality plans, the proposed Project would be consistent at a regional level with the underlying growth forecasts in the RAQS and SIP.

**Table 5: SDAPCD Air Quality Significance Thresholds**

Pollutant	Total Emissions (Pounds per Day)
Respirable Particulate Matter (PM <sub>10</sub> / PM <sub>2.5</sub> )	100 and 55
Nitrogen Oxide (NO <sub>x</sub> )	250
Sulfur Oxide (SO <sub>x</sub> )	250
Carbon Monoxide (CO)	550
Reactive Organic Gases (ROG)	75

TM 2022-01 12-Unit Single Family Development Air Quality Screening Assessment prepared by Ldn Consulting, Inc. (January 12, 2024; Appendix N)

**Construction Emissions.** During construction, short-term degradation of air quality may occur due to the release of particulate matter (PM) emissions (e.g., fugitive dust) generated by excavating, grading, hauling, and paving activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), directly emitted PM<sub>2.5</sub> (particulates less than 2.5 microns in size) and PM<sub>10</sub> (particulates less than 10 microns in size), and toxic air contaminants (TACs), such as diesel particulate matter (DPM).

Construction-related effects on air quality from the proposed Project would be greatest during grading, due to construction activity on unpaved surfaces. Water or other soil stabilizers can be used to control dust at least twice daily, resulting in emissions reductions of 50 percent or more. The SDAPCD has established Rule 55, Fugitive Dust Control, which would require the Applicant

to implement measures that would reduce the amount of PM generated during the construction period. In addition to dust related PM10 emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO2, NOX, VOCs, and some soot particulate (PM2.5 and PM10) in exhaust emissions.

Construction emissions were estimated for the Project using CalEEMod and are summarized in Table 6. As shown in Table 6, construction emissions associated with the Project would not exceed the SDAPCD thresholds for VOCs, NOX, CO, SOX, PM2.5, and PM10.

**Table 6: Expected Daily Construction Emissions Summary (Pounds/Day)**

Year	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub> (Dust)	PM <sub>10</sub> (Exhaust)	PM <sub>10</sub> (Total)	PM <sub>2.5</sub> (Dust)	PM <sub>2.5</sub> (Exhaust)	PM <sub>2.5</sub> (Total)
Max Emissions During Construction (lb/day)	14.8	15.9	16.7	0.03	0.74	7.17	7.91	0.68	3.44	4.13
SDAPCD Thresholds (lb/day)	75	250	550	250	-	-	100	-	-	55
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	-	-	<b>No</b>	-	-	<b>No</b>
Expected Construction emissions are based upon CalEEMod 2022.1 modeling assumptions for equipment and durations listed in Table 2 above.										

Source: TM 2022-01 12-Unit Single Family Development Air Quality Screening Assessment prepared by Ldn Consulting, Inc. (January 12, 2024; Appendix N)

Therefore, construction of the proposed Project would not result in a cumulatively considerable increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State AAQS.

**Operational Emissions.** During the long-term operation of the project, pollutant emissions would be caused by mobile sources, stationary sources, and energy sources. Mobile sources include emissions from vehicles travelling to and from the homes by residents, and delivery vehicles. Stationary sources of air quality pollutants include residential solid waste, landscaping equipment, and architectural coatings. Energy sources of air pollutants include electricity usage typically associated with a residential development.

The Air Quality Screening Assessment analyzed project operation emissions during the first full year of project operations (year 2024). Table 7 displays the expected Operational Air Quality Emissions.

**Table 7: Expected Operational Air Quality Emissions**

	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Operational Emissions (Lb/Day)	19.4	0.79	26.6	0.05	3.79	3.29
City Thresholds (lb/day)	57	250	550	250	100	55
<b>Exceeds Either Threshold</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Daily pollutant generation assumes trip distances and defaults within CalEEMod						

Source: TM 2022-01 12-Unit Single Family Development Air Quality Screening Assessment prepared by Ldn Consulting, Inc. (January 12, 2024; Appendix N)

As displayed in Table 7, based on findings of the air quality modeling, proposed operational activities would not generate daily air emissions in excess of the screening level significance thresholds set forth by the SDAPCD. The proposed Project is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

**Sensitive Receptors.** Because construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 6), and BMPs would be implemented as part of Standard Project Condition No. 1, project construction would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant. Once operational, the project would not be a significant source of toxic air contaminants. The project would not include any stationary sources of emissions. Trips by individuals traveling to and from the project site would result largely from use of passenger vehicles, and given the project only generates 110 daily trips, impacts are less than significant.

**Odors.** During construction, the use of fuels, including diesel, would generate some nuisance odors. However, these odors generated during construction would be temporary, intermittent, disperse quickly, and would not affect a substantial number of people. The project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

**Water Quality**

The following analysis relies on the Storm Water Quality Management Plan (SWQMP) (Appendix F) and the Hydrology Report (Appendix G) prepared for the proposed Project.

**Construction Water Quality Impacts.** During construction, appropriate BMPs such as silt fencing and straw waddles, will be utilized onsite. The proposed site design/structural BMPs includes drainage that exits the storm drain pipe at the southern portion of the property and will be collected at a proposed headwall into a 48” reinforced concrete pipe (RCP). The onsite drainage will be collected in a curb inlet at the Northeast corner of Slope Street and the proposed internal street and added to the proposed 48” RCP, which will continue behind the sidewalk to the east along Slope Street and connect with an existing curb grate inlet on the northeast side of the intersection of Slope Street and Rhone Road. All of the proposed lots will be graded towards the proposed internal street, and the runoff will be directed to tree wells on each lot. Each lot will have a minimum of one tree well, and the proposed internal street will

drain to tree wells within the right-of-way with via sidewalk underdrains. The tree wells are connected to the proposed 48" storm drain system with 4" perforated underdrain pipes, and have been designed to allow the 100 year storm to drain to the street via the sidewalk underdrains.

**Operational Water Quality Impacts.** Per the Storm Water Quality Management Plan (Appendix F), the BMP selection process has been developed in accordance with the standards presented in section 5.1 of the BMP Design Manual. Harvest and re-use are considered impractical for use on the project site due to the low water usage of the residential lots. Full infiltration is considered infeasible due to the entire site consisting of Type D soils with high runoff rates and low infiltration rates. Partial infiltration is considered feasible due to lack of geotechnical hazards. Tree wells have been selected to provide storm water pollutant control and hydromodification flow control for the entire project, via Design Capture Volume (DCV) reduction factors. The site has 12 separate home lots, each draining toward the street "A", which will each be a Drainage Management Areas (DMA). The proposed Street "A" will be divided into 9 DMAs. The DMA are not self-mitigating, De minimis, or self-retaining. The DMAs will each flow to a tree well. The tree wells will serve as pollutant control and flow control for hydromodification, per tree well DCV credits. See calculations. Each tree well will have a 48" amended soil layer. The DMAs for Street "A" will have structural soil below the sidewalk. Structural soil is a two-part system comprised of a rigid stone "lattice" that meets engineering requirements for load-bearing and uncompacted soil that supports plant root growth and biofiltration. The tree wells will direct overflow to Street "A".

With incorporation of the storm water treatment methods, potential surface water pollutants generated on-site would be collected and filtered. Thus, site design/structural BMPs would preclude discharge of contaminated surface water and a less than significant impact would occur. Furthermore, the project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). Examples of BMPs being used during the construction phase would include fiber rolls, street sweeping, and storm drain inlet protection.

Thus, operational impacts associated with water quality standards would be less than significant and the project would not result in any significant effects relating to water quality.

**Criterion Section 15332(e): Utilities and Public Services**

<b>Yes</b>	<b>No</b>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	The site can be adequately served by all required utilities and public services.

The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would cause significant environmental effects. Existing water and sewer facilities are available through existing infrastructure adjacent to the site. Improvements would be restricted to extension of pipelines onto the project site, and all impacts associated with proposed improvements have been considered within this environmental document. Furthermore, the PDMWD has indicated in Public Facility Availability Forms that facilities for water and sewer are available to serve the project (Appendix I). No new water or wastewater facilities are required to serve the project, and impacts would be less than

significant.

Other utilities such as natural gas and power services are available through existing infrastructure adjacent to the site. No new facilities are required to serve the project, and impacts would be less than significant. Therefore, the Project site can be adequately served by all required utilities pursuant to Section 15332(e) of the *State CEQA Guidelines*.

The Project would be served by the Santee Fire Department (SFD), which maintains two fire stations: one located at 8950 Cottonwood Avenue (Fire Station 4) and the other at 9130 Carlton Oaks Drive Avenue (Fire Station 5). The project site is located approximately 1.2 roadway miles from the nearest fire station on Cottonwood Avenue. The City's Fire Department response time goal is to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. Based on a review of the project by the Santee Fire Department, existing fire services are available to serve the project and no new facilities would be needed.

Police protection for the project area is provided by the Santee Substation of the San Diego County Sheriff's Department located at 8811 Cuyamaca Street. Services provided by the San Diego County Sheriff's Department is under a contractual agreement with the city of Santee. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal to ensure there is enough staffing within the department to serve the community.

The project would provide 12 residential units that would likely serve families with school-aged children. As such, the project is expected to generate a new student population, of which the Santee School District or Grossmont Union High School District would be required to accommodate. The Project is served through the Santee School District for elementary and middle school students. Pride Academy School for elementary and middle school students is located approximately 0.4 mile northwest of the Project. Grossmont Unified School District provides high school services. West Hills High School is located approximately two miles northwest of the Project.

The project would not adversely affect existing City Park facilities or create the need for new park facilities because the project would be required to pay park-in-lieu fees in lieu of actual public park construction. Park-in-lieu fees can only be used for providing public park facilities. The nearest City Park facility to the project site is Deputy Ken Collier Playground located at 9206 Via De Cristina, Santee, CA 92071, approximately 3 miles northwest of the project site. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued.

## **V. EXCEPTIONS TO CATEGORICAL EXEMPTIONS**

Under the Class 32 Categorical Exemption Overview, even if a project is ordinarily exempt under any of the potential categorical exemptions, *State CEQA Guidelines* Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. The following section addresses whether any of the exceptions to the CEQA exemption apply to the Project, consistent with *State CEQA Guidelines* Section 15300.2.

**Criterion 15300.2(a): Location**

**Yes**      **No**

- Is there an exception to the exemption for the project due to its location in a particularly sensitive environment, such that the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies?

This exception applies only to CEQA exemptions under Classes 3, 4, 5, 6, or 11. Since the Project qualifies as a Class 32 urban infill exemption, this criterion is not applicable and is provided here for information purposes only. There are no environmental resources of hazardous or critical concern that are designated, precisely mapped, or officially adopted in the vicinity of the Project site, or that could be adversely affected by the Project. Therefore, exception under *State CEQA Guidelines* Section 15300.2(a) does not apply to the Project.

**Criterion 15300.2(b): Cumulative Impact**

**Yes**      **No**

- Is there an exception to the exemption for the project due to significant cumulative impacts of successive projects of the same type and in the same place, overtime?

As demonstrated under Criterion Section 15332(a), General Plan and Zoning Consistency, the Project is consistent with the development density allowed under the General Plan and zoning for the Project site. Successive projects of the same type (residential uses) and in the same place are unlikely to occur over time after the proposed residential lots are constructed. Therefore, the exception under *State CEQA Guidelines* Section 15300.2(b) does not apply to the Project.

**Criterion 15300.2(c): Significant Effect**

**Yes**      **No**

- Is there an exception to the exemption for the project because there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?

There are no known unusual circumstances applicable to the Project or its site that may result in a significant effect on the environment. The Project site's designated land use is Low-Medium Density Residential and is zoned as Low-Medium Density Residential R-2 (2-5 dwelling units per gross acre). According to the Housing Element, the Low-Medium High Density Residential (R-2) designation is intended for single-family homes in standard subdivision form. The project is a proposed single-family residential use consistent with the site's land use designation and zone. Therefore, an exception to the exemption under *State CEQA Guidelines* Section 15300.2(c) does not apply to the Project.

**Criterion 15300.2(d): Scenic Highway**

**Yes**      **No**

- Is there an exception to the exemption for the project because project may result in damage to scenic resources including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway?

The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the Project site. The nearest officially designated State Scenic Highway is a 3.5-mile-long portion of State Route 52, which begins where the freeway extends north past Mast Boulevard into Mission Trails Regional Park, approximately 3 miles northwest of the Project site.

The proposed Project would not degrade views or damage scenic resources including trees, rock outcroppings, or historic buildings within a highway officially designated as a State Scenic Highway. Therefore, an exception to the exemption under *State CEQA Guidelines* Section 15300.2(d) does not apply to the Project.

#### **Criterion 15300.2(e): Hazardous Waste Sites**

**Yes**      **No**

- Is there an exception to the exemption for the project because the project is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code?

The Project site is not on any list (Appendix E) of hazardous material sites compiled pursuant to Government Code Section 65962.5 and therefore is not subject to the Hazardous Waste Sites Exception (Section 15300.2(e)).

#### **Criterion 15300.2(f): Historical Resources**

**Yes**      **No**

- Is there an exception to the exemption for the project because the project may cause a substantial adverse change in the significance of a historical resource?

As defined in Section 15064.5 of the State CEQA Guidelines, the site does not contain any known historical resources. The project site is currently vacant but supports non-historic old structures and was fully developed in the past. Due to the site being previously graded and classified as developed land, there is low potential for historical or cultural resources on the site. Therefore, the proposed project would not create a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines. Therefore, an exception to the exemption under *State CEQA Guidelines* Section 15300.2(f) does not apply to the Project.



### List of Appendices

- A. Biological Resources Letter Report for the Slope Street Subdivision Project, REC Consultants, Inc, June 2022
- B. Sustainable Santee Action Plan Project Consistency Checklist, December 2019
- C. Building Energy Analysis Report, Diane Mendoza, March 2021
- D. Report of Geotechnical Investigation Slope Street Subdivision Project, Christian Wheeler Engineering, June, 2020, Report amended December 2022
- E. Phase I Environmental Site Assessment (ESA), Royal Environmental Services, INC., August, 2020
- F. Storm Water Quality Management Plan (SWQMP) For Slope Street Subdivision, Koerner Engineering, August 2023
- G. Hydrology and Hydraulic Calculations for Slope Street Subdivision, Koerner Engineering, June 27, 2023, updated February 19, 2024
- H. Acoustical Analysis Report for Slope Street Subdivision, Eilar Associates, Inc., March 19, 2021, revised February 1, 2023
- I. Public Service Availability Forms from the Padre Dam Municipal Water District, February, 2024
- J. Federal Aviation Administration Determination of No Hazard, December 27, 2023
- K. Airport Land Use Commission Consistency Determination September 7, 2021
- L. Archaeological Constraints Analysis and Record Search for the Slope Street Subdivision Project, Laguna Mountain Environmental Inc., February 28, 2022
- M. Determination of No Hazard to Air Navigation, Aeronautical Study No : 2020-AWP-9600-OE, Federal Aviation Administration, September 02, 2020.
- N. TM 2022-01 12-Unit Single Family Development Air Quality Screening Assessment. January 12, 2024.
- O. Air Quality CalEEMod Assessment
- P. CEQA Transportation Analysis for Slope Street Subdivision, City of Santee Tentative Tract No. 2020-01 located between Slope Street and Weld Street in the City of Santee, January 24, 2024.

Appendices are available for review on the City's website: <https://www.cityofsantee.ca.gov/government/planning-and-building/active-projects-and-environmental-documents-for-public-review>